COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

NOTICE: This publication is available digitally on the AFDPO WWW site at: http://afpubs.hq.af.mil.

This volume implements AFPD 11-2, *Aircraft Rules and Procedures*; AFPD 11-4, *Aviation Service*; and AFI 11-202V1, *Aircrew Training*. It applies to all active duty ABCCC (EC-130E) and Compass Call (EC-130H) units. Major commands (MAJCOM)/direct reporting units (DRU)/field operating agencies (FOA) are to forward proposed MAJCOM/DRU/FOA-level supplements to this volume to HQ USAF/ XOOT, through HQ ACC/XOYA (for EC-130E, ABCCC) or HQ ACC/XOZO (for EC-130H, COMPASS CALL), for approval prior to publication IAW AFPD 11-2. Copies of MAJCOM/DRU/FOA-level supplements, after approved and published, will be provided by the issuing MAJCOM/DRU/FOA to HQ USAF/XOOT, HQ ACC/XOYA (for EC-130E, ABCCC) or HQ ACC/XOZO (for EC-130H, COMPASS CALL), and the user MAJCOM/DRU/FOA offices of primary responsibility (OPR). Field units below MAJCOM/DRU/FOA level will forward copies of their supplements to this publication to their parent MAJCOM/DRU/FOA OPR for post publication review. **NOTE:** The terms direct reporting unit (DRU) and field operating agency (FOA) as used in this paragraph refer only to those DRUs/FOAs that report directly to HQ USAF. Keep supplements current by complying with AFI 33-360V1, *Publications Management Program*. See paragraph 1.3. of this volume for guidance on submitting comments and suggesting improvements to this volume.

This volume requires the collection or maintenance of information protected by the Privacy Act of 1974. The authority to collect and maintain the records prescribed in this instruction are Title 37 USC 301a, Incentive Pay; Public Law 92-204 (Appropriations Act for 1973), Section 715; Public Law 93-570 (Appropriations Act for 1974); Public Law 93-294 (Aviation Career Incentive Act of 1974); DOD Directive 7730.57, *Aviation Career Incentive Act and Required Annual Report*; AFI 11-401, *Flight Management*; and E.O. 9397. System of records notice F011 AF XO A, Air Force Operations Resource Management System (AFORMS) applies. The reporting requirements in this volume are exempt from licensing IAW paragraph 2.11.10 of AFI 37-124, *The Information Collections and Reports Management Program; Controlling Internal, Public, and Intragency Air Force Information Collections*. This volume is affected by the Paperwork Reduction Act of 1974 as amended in 1996.

This volume contains references to ACCI 11-301, *Aircrew Life Support Program*, which, until converted to a departmental level publication, may be obtained from the respective MAJCOM (ACC) publishing office.

Chapter 1

GENERAL GUIDANCE

1.1. References, Abbreviations, Acronyms, Terms, and Addresses. See **Attachment 1**.

1.2. Responsibilities:

1.2.1. HQ ACC/XO is designated as the responsible agency for this volume IAW AFPD 11-2. The HQ ACC/XO will:

1.2.1.1. Chair semiannual ACC Realistic Training Review Boards (RTRB) to review ground and flying training requirements/programs for CAF units. RTRB participants will include applicable HQ ACC/XO representatives and HQ ACC/XOY/XOZ representatives as appropriate.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements to meet expected wartime tasking, contingency operations, and other unit missions.

1.2.1.4. Review subordinate unit supplemental instructions and supplemental training programs annually.

1.2.2. DRUs will:

1.2.2.1. Provide standard instructional texts to support operational weapons/tactics training. Forward two copies of each to ACC and NAF/DO/OV, and five copies to each CAF wing/group.

1.2.2.2. Review, update, and distribute changes to instructional texts annually.

1.2.2.3. Review subordinate unit training programs annually.

1.2.3. Wings/groups will:

1.2.3.1. Develop programs to ensure training objectives are met. Assist subordinate units in management of training programs, ensure programs meet unit needs, and provide necessary staff support.

1.2.3.2. Attach each wing/group/OSS RPI-6 flyer to a flying squadron.

1.2.3.3. Designate the training level to which each RPI-6 flyer will train. Upon request, provide HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with a list of Basic Mission Capable (BMC) and Combat Mission Ready (CMR) designated manning positions NLT the beginning of each training cycle. Review programs and manning position designations annually.

1.2.3.4. If applicable, forward supplements of this instruction and other supporting documents to ACC for review. Review supplements annually.

1.2.3.5. Identify training shortfalls that adversely impact combat capability through appropriate channels. Units are required to submit shortfall reports (see **Attachment 5**, Training Shortfall Report) each quarter (due 31 January, 30 April, and 31 July) to HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) and a summary shortfall report at the end of the training cycle (due 31 October). Informational copies of reports will also be sent to the NAF/DO and HQ ACC/XOF. Prior to submitting the annual report, units are reminded to pro-

rate incomplete training as detailed in **Chapter 4** and **Chapter 5** of this instruction and the Ready Aircrew Program (RAP) Tasking Message. Negative reports are required. All reports may be submitted via e-mail, provided it is signed/approved by the OG/CC.

1.2.4. Squadron supervision will:

1.2.4.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned/attached aircrew members.

1.2.4.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training to determine the training required for them to achieve BMC or CMR and to ensure provisions of this instruction have been met.

1.2.4.3. Ensure RAP missions are oriented to developing basic combat skills, or practicing tactical employment simulating conditions anticipated in the unit mission. Provide guidance to ensure only effective RAP missions are logged as RAP sorties. See **Attachment 2** for RAP mission definitions.

1.2.4.4. Review qualifications and training requirements of Flight Surgeons (FS) and determine appropriate flight restrictions.

1.2.4.5. Determine missions/events in which individual BMC aircrew members will maintain qualification versus familiarization.

1.2.4.6. Determine utilization of BMC aircrew members.

1.2.4.7. Determine how many and which BMC and CMR aircrew members will carry special capabilities/qualifications.

1.2.4.8. Identify the levels of supervision required to accomplish the required training, unless specifically directed.

1.2.4.9. Assist the wing/group in developing the unit training programs.

1.2.4.10. Monitor individual assigned/attached aircrew currencies and requirements.

1.2.4.11. Ensure aircrew members participate only in sorties, events, and tasks for which they are qualified and current.

1.2.5. Individual aircrew members will:

1.2.5.1. Hand carry all available training records to assist the gaining unit in assessing qualification and training requirements.

1.2.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Ensure they participate only in ground and flying activities for which they are qualified and current.

1.3. Processing Changes:

1.3.1. Forward recommendations for change to this instruction to the HQ ACC/XO through HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) on an AF Form 847, **Recommendation for Change of Publication**.

1.3.2. HQ ACC/XO will:

1.3.2.1. Process recommendations for change.

1.3.2.2. Forward recommended changes to HQ USAF/XOOT for HQ USAF/XO approval.

1.3.2.3. Address time sensitive changes by immediate action message.

1.4. Training. Training programs are designed to progress aircrew members from Initial Qualification Training (IQT) or Transition/Requalification Training (TX), to Mission Qualification Training (MQT), and finally to Continuation Training (CT).

1.4.1. IQT and TX provide the training necessary to initially qualify aircrew members in a basic crew position for flying duties without regard to the unit's mission. Upon completion of IQT or TX, the aircrew member attains Basic Aircraft Qualification (BAQ) status. BAQ is a prerequisite for MQT. Except for general officers above wing level, BAQ is not a long-term qualification status. Waiver authority for any crewmember to remain BAQ for longer than 6 months is the HQ ACC/XO. **EXCEPTION:** General officers above wing level and aircrew members awaiting TS/SCI security clearances do not require a waiver.

1.4.2. MQT provides the training necessary to initially qualify or requalify an aircrew member in a specific crew position for flying duties needed to perform the specified unit mission. Aircrew members maintain BAQ status until they complete MQT. Completion of MQT is a prerequisite for attaining BMC or CMR.

1.4.3. **CT.** The two aspects of CT are non-RAP and RAP requirements. Non-RAP requirements consist of aircrew training in basic flying skills that ensure safe operation of the aircraft. RAP requirements consist of specific mission-related training and focuses on capabilities needed to accomplish a unit's core tasked missions.

1.4.4. Upon completion of IQT/TX and MQT, each aircrew member will have received training in all the basic missions of a specified unit, except as listed in **Chapter 3**. Aircrew members are then assigned to either a BMC or CMR position.

1.4.4.1. CMR positions are filled by aircrew members who complete the minimum training required for the individual to be qualified and proficient in all of the primary missions tasked to their assigned unit and weapon system.

1.4.4.1.1. All combat-coded unit RPI 1/2, flying SQ/CC, and SQ/DO positions are designated CMR positions. OG/CCs may designate other RPI-6 positions not assigned to the flying squadron as CMR. If a unit is overmanned, the SQ/CC may elect to train the front line of the Unit Manning Document (UMD) RPI-1/2s to CMR and designate the overage BMC. In this case, priority should be given to inexperienced aircrew members with at least 50%, if available, designated CMR.

1.4.4.1.2. CMR aircrew members maintain proficiency and qualification in all core missions of the flying unit to which they are assigned or attached. CMR aircrew members maintain currencies which affect CMR status, accomplish all core designated flight training (sorties and events), and all mission ground training. Failure to complete this training or maintain these currencies results in regression to non-CMR (N-CMR) status unless waived by the appropriate authority. While N-CMR, aircrew may perform missions, including exercises and contingen-

cies, in which they are current, qualified, and either familiar or proficient, similar to BMC aircrew.

1.4.4.2. BMC positions are filled by aircrew members who complete the minimum training required for the individual to be familiarized in all, and qualified and proficient in some, of the primary missions tasked to their assigned unit and weapon system.

1.4.4.2.1. BMC aircrew members maintain familiarization with all unit core missions. For those missions in which they maintain familiarization only, BMC aircrew members must be able to attain proficiency and qualification in 30 days or less. BMC aircrew members accomplish all mission-related ground training designated by their attached SQ/CC. BMC aircrew members may be upgraded to CMR, deploy and participate in any mission for which they are proficient and qualified, without additional training, as determined by the SQ/CC. Failure to complete BMC required training results in regression to non-BMC (N-BMC) status. While N-BMC, aircrew members may not perform RAP training sorties without supervision (IAW paragraph **1.5.4.**) until a SQ/CC approved recertification program is completed.

1.4.4.3. **N-CMR/N-BMC.** Aircrew members that regress to N-CMR/N-BMC status will accomplish the requirements identified in paragraph **4.7.**

1.4.4.4. **Specialized Training.** Specialized training is training in any special skills necessary to carry out the unit's assigned missions that is not required by every aircrew member. Specialized training consists of upgrade training (Aircraft Commander, Instructor, etc.) and CT to maintain proficiency and qualification in unit tasked special capabilities and missions. Specialized training is normally accomplished after an aircrew member is assigned CMR/BMC status and is normally an addition to CMR/BMC requirements. Unless otherwise specified, aircrew members in CMR/BMC positions may hold special capabilities/qualifications as long as any additional training requirements are accomplished.

1.4.4.5. **Unqualified (UQ).** Unqualified aircrew members require additional training and a flight evaluation before progressing to a higher qualification level. They are not authorized to perform any flight duty unless under the direct supervision of an instructor/evaluator. UQ aircrew fall under the category of personnel: enrolled in Initial Qualification Training (IQT), downgraded for loss of currency, who have been downgraded for a demonstrated lack of ability, or failure to meet standards during a flight evaluation.

1.4.4.6. **Aircrew Experience Level.** Experience levels identify the number of events needed by aircrews to maintain various qualification levels for BMC, CMR, and RAP requirements. "Inexperienced" identifies aircrew members with less experience. They require additional training events to enhance their proficiency and remain CMR. "Experienced" aircrews have a higher level of expertise and require less repeat training events to maintain CMR status.

1.5. Training Concepts and Policies:

1.5.1. Units will design training programs to achieve the highest degree of combat readiness consistent with flight safety and resource availability. Training must balance the need for realism against the expected threat, aircrew capabilities, and safety. This instruction provides training guidelines and policies for use with operational procedures specified in applicable flying/operations publications.

1.5.2. ACC Training Support Squadron (ACC TRSS) will develop and validate training programs when/where tasked.

1.5.3. SQ/CCs must ensure training missions are designed to achieve combat capability in squadron-tasked roles, maintain proficiency, and enhance mission accomplishment. RAP training missions should emphasize basic combat skills using scenarios that reflect procedures and operations based on employment plans, location, current intelligence, and opposition capabilities. Use of procedures and actions applicable to combat scenarios are desired, e.g., appropriate use of code words, authentication procedures, combat tactics, safe recovery procedures, tactical deception, in-flight reporting, threat reactions, and intelligence briefing/ debriefing.

1.5.4. **En flight Supervision:**

1.5.4.1. The following personnel must be under direct supervision of an instructor when performing aircrew duties:

1.5.4.1.1. All aircrew members undergoing IQT or TX.

1.5.4.1.2. Unqualified aircrew members, and noncurrent aircrew members performing those events in which they are noncurrent.

1.5.4.1.3. Senior officers as defined in AFI 11-202V1.

1.5.4.1.4. Any senior officer who has not completed IQT requirements as listed in **Chapter 2**, to include an appropriate flight evaluation.

1.5.4.1.5. Staff personnel whom the wing/group commander have determined require instructor supervision.

1.5.4.1.6. Pilots undergoing MQT and air refueling training.

1.5.5. Aircrew members are not required to accomplish ground training except as required by this instruction, or AFI 36-2201, *Developing, Managing, and Conducting Training*.

1.5.6. Flight Engineers (FE) and Airborne Maintenance Technicians (AMT) are exempt from maintaining an AF Form 623, **On-the-Job Training Record**, IAW AFI 36-2201.

1.6. RAP Policy and Management:

1.6.1. Each RAP qualification level is defined by a total number of RAP sorties, broken down into mission types, plus specific qualifications and associated events as determined by HQ ACC and unit commanders.

1.6.2. The total number of RAP sorties for a qualification level is the primary factor for maintaining an individual's qualification level. The breakout of sortie/mission types is provided as a guideline to be followed as closely as possible with minor variances authorized. Variations in sortie/mission types may be used as a basis for regression by the SQ/CC. Qualification in a mission is determined by the SQ/CC, with consideration for HQ ACC guidance and the individual's capabilities.

1.6.3. An effective RAP training sortie requires accomplishing a mission or air refueling sortie as described in **Attachment 2** or IAW the current RAP tasking message which takes precedence.

1.6.4. The SQ/CC's first priority should be to train all designated aircrew members to CMR.

1.6.5. Progression from BMC to CMR requires:

1.6.5.1. A 1-month lookback at the higher sortie rate.

1.6.5.2. Qualification in all core missions required at CMR.

1.6.5.3. Confirmation that the progressed aircrew member can complete the prorated number of sortie/event requirements remaining at CMR by the end of the training cycle.

1.6.5.4. Completion of mission-related ground training, to include a current verification or certification.

1.6.5.5. SQ/CC certification.

1.6.6. SQ/CCs will determine and assign aircrew members that will train for and maintain special capabilities or qualifications.

1.6.7. Wing CMR/BMC aircrew members will fly the required monthly sortie rate. If unable, refer to regression in paragraph **4.7.**

1.6.8. Training requirements for the next training year should be based upon the aircrew member's experience level on the last day of the current year. See **Table 1.1.** for definitions of crewmember experience.

Table 1.1. EC-130 Experienced Crewmember Definition.

Aircraft Crew Position	Total Time[1]	C-130 Time[1]	EC-130 Time[2]
Pilot	1000	300	100
Copilot	750	300	300
Navigator	800	300	100
Flight Engineer	1000	300	100
Compass Call Mission Crew[3]	300	-	300
Compass Call AMT	450	-	300
ABCCC Battlestaff[3]	100	-	100
ABCCC AMT	450	-	150
CSO	450	-	150
ASC	250	-	100

Notes:
1. Total time and C-130 time includes simulator time (e.g., CCMS or WST) for all crewmembers except AMTs.
2. In addition to flying time requirements, aircrew members must be BMC/CMR for at least 6 months in their respective crew position (90 days for requals).
3. Mission crew/Battle staff minus aircrew positions listed elsewhere in the table.

Table 1.2. Standard EC-130E/H RAP Sortie Requirements.

	Cycle	BMC (INEXP/EXP)	CMR (INEXP/EXP)
PILOT **NAVIGATOR**	RAP - Annual	13/11	18/13
	3-Month Lookback	3/2	4/3
	1-Month Lookback	1/1	1/1
ENGINEER	RAP - Annual	13/11	16/12
	3-Month Lookback	3/2	4/3
	1-Month Lookback	1/1	1/1
COMPASS CALL **MISSION CREW** **(Including AMT)**	RAP - Annual	13/11	24/22
	3-Month Lookback	3/2	6/5
	1-Month Lookback	1/0	1/0
ABCCC **BATTLESTAFF** **(Including AMT)**	RAP - Annual	24/12	28/24
	3-Month Lookback	6/3	7/6
	1-Month Lookback	2/1	3/2

1.6.9. Units converting to another MDS or undergoing aircraft block modification may fly aircrew members in CMR positions at the BMC rate until one month prior to reaching initial operating capability (IOC) if the UTE rate will not support CMR sortie rates. CMR aircrew members should be flown at a CMR rate for the month prior to IOC.

1.6.10. The aircrew training cycle is 12 months, from 1 October through 30 September. Units will complete training requirements during the appropriate training cycle unless otherwise excepted.

1.7. Training Sortie Program Development:

1.7.1. RAP sortie and event requirements (see **Attachment 2** for definitions) apply to CMR/BMC aircrew as well as those carrying special capabilities or qualifications. The standard sortie requirements in the RAP tasking message establishes the minimum number of sorties per training cycle for CMR/BMC levels of training. The RAP tasking message takes precedence over this instruction, and may contain an updated sortie requirement or missions/events not yet incorporated into **Attachment 2**.

1.7.2. Non-RAP requirements must be considered in addition to RAP requirements.

1.7.3. Collateral or Cost-of-Business sortie requirements must be considered when developing unit flying hour programs. These sorties are not directly related to combat employment training but are necessary in day-to-day unit operations. These include, but are not limited to, ferry flights, incentive/ orientation flights, deployments, and air shows. For each annual training cycle, HQ ACC should allocate a block of sorties to each unit for these purposes.

1.7.4. Unit flying hour programs are allocated a number of attrition sorties that compensate for non-effective training. Attrition sorties are logged when a training sortie, RAP or non-RAP, is planned but a major portion of training valid for that mission is not accomplished due to poor weather, air aborts, etc. In order to accurately allocate the number of attrition sorties, it is essential that attrition sorties are logged appropriately.

1.8. Training Records and Reports:

1.8.1. Units will maintain aircrew records for individual training and evaluations IAW:

1.8.1.1. AFI 11-202V1, *Aircrew Training*.

1.8.1.2. AFI 11-202V2, *Aircrew Standardization/Evaluation Program*.

1.8.1.3. AFMAN 37-139, *Records Disposition Schedule*.

1.8.1.4. AFM 171-190V2, Sections A through K.

1.8.2. Track the following information for all aircrew:

1.8.2.1. Ground training.

1.8.2.2. Accomplishment of individual sorties, RAP sorties, sortie types, and events cumulatively for the annual training cycle.

1.8.2.3. RAP sortie accomplishments using 1-month and 3-month running totals for lookback.

1.8.2.4. Currencies.

1.9. Aircrew Utilization Policy:

1.9.1. Commanders will ensure wing/group tactical aircrew members (RPI-1/2/6s) fill authorized positions IAW UMDs and that aircrew status is properly designated. The overall objective is that aircrew members perform combat-related duties. To enhance flexibility and maximize flight crew utilization, wing/group flight crews (pilot, copilot, navigator, and flight engineer) may be qualified in both the EC-130E and EC-130H without being considered dual qualified, provided conversion training is adequately accomplished and documented per **Chapter 4**. Once a flight crewmember is certified to fly both an EC-130E or EC-130H aircraft, a checkride may be conducted in either model at the discretion of the OG/CC. Initial mission qualification checkrides will be flown in aircraft possessed by the squadron to which the flight crewmember is assigned or attached. Supervisors may assign aircrew members to valid, short-term tasks (escort officer, mishap board member, etc.) but must continually weigh the factors involved, to include level of aircrew tasking, flying proficiency, and experience. For inexperienced aircrew members in the first year of their initial operational assignment, supervisors will limit the non-flying duties to those related to combat activities.

1.9.2. Duties required by various publications that may be assigned to CAF RPI-1/2 aircrew are weapons and tactics officer, programmer, flying safety officer, SOF, mobility/contingency plans, training (except AFORMS documentation), squadron Standardization/Evaluation Liaison Officer (SELO), squadron life support officer, electronic combat officer, and other duties directly related to flying operations. In some instances, such as squadron-assigned safety officers, RPI-1/2s may be attached to the wing. RPI-1/2s will not be attached to wing staffs or man wing staff positions unless total wing aircrew RPI-1/2 manning is 100 percent or better. Commanders will ensure wing staff aircrew members (RPI-6s) perform duties justified in ACC manpower standards documents and authorized in UMDs.

1.9.3. Aircrew members will not perform long-term duties which detract from the primary duties of training for, or performing, the unit flying mission.

1.10. Sortie Allocation Guidance:

1.10.1. Inexperienced RPI-1/2 aircrew members should receive sortie allocation priority over experienced aircrew members. Priorities for sortie allocation are as follows:

1.10.1.1. **FTUs.** Formal syllabus training, instructor upgrade, instructor CT, authorized staff personnel not performing instructor or Standardization/Evaluation Flight Examiner (SEFE) duties (to include RPI-5 aircrew physicians).

1.10.1.2. **Operational Units.** CMR/RPI-1/2, MQT RPI-1/2, CMR RPI-6, MQT RPI-6, BMC (to include RPI-5 aircrew physicians).

1.10.2. Wing RPI-6 flying authorizations are IAW UMDs.

1.10.3. RPI-8 (above wing level) flying authorizations will be IAW AFI 11-401 and ACC guidance. These individuals will fly the BMC rate, but are not required to complete BMC specific missions/ events or meet monthly lookback requirements. Non-RAP requirements will be accomplished within the BMC number of sorties. Wings are allocated flying hours for attached RPI-8s.

1.11. Waiver Authority:

1.11.1. Unless specifically noted otherwise in the appropriate section, waiver authority for requirements of the RAP tasking message and for all provisions in **Chapter 4** and **Chapter 5** of this volume is the OG/CC. For all other provisions of this instruction, the waiver authority is HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with HQ ACC/XOT included as an information addressee, unless otherwise stated.

1.11.2. Units subordinate to a NAF will forward requests directly to HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) and provide their NAF/DO with an informational copy. All waivers will include HQ ACC/XOF as an information addressee. Follow the format as listed in **Attachment 6**.

1.11.3. Unless otherwise indicated, waivers to this instruction will be valid until the end of the annual training cycle.

1.11.4. **Test Units.** MAJCOMs possessing EC-130H models as a result of modification or test programs may supplement or change requirements of this volume as dictated by their individual test requirements.

Chapter 2

FORMAL TRAINING

2.1. General. This chapter outlines formal training of aircrew members into the C-130 aircraft and includes IQT and TX training normally conducted at the C-130 FTU, Little Rock AFB AR. In exceptional circumstances when FTU training is not available within a reasonable time period, this training may be conducted at the local unit IAW the provisions of this chapter. Local IQT/TX training (Local IQT/TX training is defined in this Instruction as that IQT/TX training normally performed at Little Rock AFB AR) will be conducted using the appropriate C-130 Aircrew Training System (ATS) IQT or TX syllabus. When Local IQT/TX training is authorized, HQ ACC assumes responsibility for the burden of providing this training. Formal EC-130E and/or EC-130H IQT/TX training performed at Davis-Monthan AFB AZ will be performed according to HQ ACC/XO approved course syllabi. The guidance in this chapter applies only to IQT/TX training applied at locations other than the Little Rock AFB AR FTU.

2.2. Approval/Waiver for IQT/TX:

2.2.1. HQ ACC/XO is the approval authority to conduct Local IQT/TX, and is the waiver authority to change the formal requirements of Local IQT/TX training. Waivers will be submitted using the format detailed in **Attachment 6**, with an informational copy provided to HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL). ACC/CC is the approval authority for non-formal course IQT for colonel-selects and above to be conducted at the unit to which the officer is assigned.

2.2.2. Waiver requests to conduct Local IQT/TX must include the following, in addition to the details listed in **Attachment 6**:

2.2.2.1. Justification for the local training in lieu of formal course training.

2.2.2.2. Summary of individual's flying experience.

2.2.2.3. Requested exceptions to formal course syllabus, with rationale.

2.2.3. Successful completion of IQT/TX requires the upgrading aircrew member to complete an aircraft qualification and instrument evaluation (as applicable) IAW AFI 11-202V2.

2.2.4. HQ ACC/XO is the approval authority for all Formal IQT/TX training syllabi to be conducted at Davis-Monthan AFB AZ. HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) is the waiver authority for these syllabi.

2.3. Prerequisites. Course prerequisites will be IAW the appropriate formal course syllabus and AFCAT 36-2223.

2.3.1. Train Prior Qualified Pilots (PQP) without previous C-130 experience in the seat specified by **Table 2.1. Table 5.1.** does not apply to PQPs trained in the left seat as aircraft commanders.

2.3.2. All pilots with prior rotary-wing flying time will be trained as copilots unless they have a minimum of 500 hours of fixed-wing time (including UPT flying time). For those that meet the 500-hour prerequisite, refer to **Table 2.1.**

Table 2.1. IQT Flying Time Prerequisites.

Total Flying Time[1,2]	Qualification Seat on AF Form 8
0 - 1000	Right / FC
> 800 (FAIP)	Left / FP
> 1000	Left / FP
Notes: 1. For rotary-wing pilots see paragraph **2.3.2.** 2. Includes UPT fixed-wing flying time.	

2.4. Ground Training. Ground training may be tailored to the individual background and experience or peculiar local conditions. However, available and current reference materials--e.g., AFTTP 3-3, *Combat Aircraft Fundamentals*; instructor guides; and audiovisual programs -- should be used to the maximum extent possible. Ground training accomplished during IQT/TX will be credited toward CT requirements, provided it meets the time requirements listed in **Table 4.1.**

2.4.1. Aircrew members will successfully complete the appropriate AFCAT 36-2223 formal training courses.

2.4.2. Written examinations must satisfy the requirements of AFI 11-202V2 and HQ ACC guidance.

2.4.3. Local area survival, egress and aircrew life support equipment training must be completed prior to the first flight.

2.5. Flying Training:

2.5.1. Mission sequence and prerequisites will follow the appropriate formal course syllabus.

2.5.2. Training will be completed within the time specified by the approved syllabus. Failure to do so within the specified time limit requires notification to HQ ACC/XO through HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

2.5.3. Formal course syllabus mission objectives and tasks are the minimum requirements for IQT/TX. Additional training events, based on student proficiency and background, may be incorporated into the IQT/TX program with authorization of the SQ/CC. Additional training due to lack of student progression is available within the constraints of the formal course syllabus and may be added at the SQ/CC's discretion.

2.5.4. Training may be conducted both on designated training and operational missions.

2.6. IQT for Senior Officers (Colonel Selects and Above):

2.6.1. All formal training courses for senior officers will be conducted at the appropriate FTU unless waived IAW paragraph **2.2.**

2.6.2. Senior officers must meet course entry prerequisites and will complete all syllabus requirements unless waived IAW paragraph **2.2.1.**

2.6.3. Senior officers in training at the FTU are in formal training status. Unit duties will be turned over to appropriate deputies or vice commanders until training is completed. Exceptions to this policy must be approved by the HQ ACC/CC.

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. MQT for all active duty EC-130 aircrews is an HQ ACC/XO-approved training program that upgrades newly assigned aircrew members to CMR/BMC. MQT will also be used to requalify aircrew members who have regressed from CMR/BMC for any reason, and such training must specifically address the deficiencies which caused the regression. Units are allowed to tailor their regression training program for all aircrew members, based upon qualification, experience, currency, and documented performance.

3.1.1. Qualifications and flight evaluations may be accepted from other MAJCOMs provided they meet HQ ACC and unit standards.

3.1.2. Requalify aircrew members IAW **Table 4.5.**

3.1.3. **Approval/Waiver for MQT.** HQ ACC/XO is the approval authority for all MQT training syllabi. HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) is the waiver authority for these syllabi.

3.2. MQT Prerequisites:

3.2.1. Course prerequisites will be IAW the appropriate MQT course syllabus and AFCAT 36-2223.

3.2.2. Pilots, navigators, and flight engineers will be qualified in a C-130 MDS aircraft prior to beginning MQT.

3.2.3. Pilots will meet the flying hour requirements listed in **Table 3.1.**

3.3. Senior Officer Qualification:

3.3.1. Only those senior officers (colonel selects and above) assigned to positions designated as requiring operational flying will undergo MQT.

Table 3.1. MQT Flying Time Prerequisites.

Total Flying Time[1]	Qualification Seat on AF Form 8
0 - 1000	Right / MC
> 800 (FAIP)	Left / MP
> 1000	Left / MP
Note. At unit commander's discretion, any candidate can be trained in the right seat for MQT if consistent with IQT right seat qualification. **Note 1.** Includes UPT flying time.	

3.3.2. Wing/vice wing commanders and group/deputy group commanders who qualify in an EC-130 will accomplish all training required by this instruction. Training and qualification of these individuals will occur within the first 180 days after assuming the assignment.

3.3.3. Senior officers occupying a primary position and performing "in-seat" flight evaluations for unqualified pilots/navigators will complete IQT/TX, MQT, and appropriate instructor and evaluator training.

3.3.4. Senior officers occupying a primary position only under instructor supervision will complete the appropriate senior officer course (SOC).

3.4. Time Period for MQT:

3.4.1. IAW AFI 11-202V1, aircrew members will start flying training within 45 days after reporting for duty.

3.4.2. Training will be completed within the time specified by the approved syllabus. Failure to do so within the specified time limit requires notification to HQ ACC/XO through HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

3.4.3. ABCCC Battle Staff, Compass Call Mission Crew, and AMTs will complete training IAW appropriate CTDs.

3.4.4. Failure to complete MQT within the required time period requires notification to HQ ACC/XO through HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

3.5. Ground Training:

3.5.1. Ground training accomplished during MQT will be credited toward CT requirements, provided it meets the time requirements listed in **Table 4.1.**

3.5.2. Credit egress training, life support equipment training, water survival refresher training, and hanging harness training accomplished on any C-130 MDS aircraft provided it meets the currency requirements listed in **Table 4.1.** Individuals who have accomplished these items on another C-130 MDS aircraft must only be provided difference training for the EC-130 configuration.

3.5.3. **Initial Verification Training.** Initial verification training is designed to incorporate all wartime-related aircrew training events and provide the experience necessary to plan for the unit's wartime mission. Aircrew members must complete initial verification training and complete their verification within 90 days of attaining CMR. Unit Tactics offices will develop initial verification training IAW **Attachment 3**.

3.5.4. **Initial Chemical Warfare Defense Training (CWDT).** Initial CWDT is designed to ensure aircrew proficiency in the overall use of the CW protective ensemble, and to familiarize aircrew members with combat capabilities while wearing CW equipment. Aircrew members who completed initial CWDT during a previous tour in any MDS are not required to reaccomplish initial CWDT. Aircrew members must complete initial CWDT within 90 days from completion of MQT. Flying training is also required, as detailed in paragraph **3.6.4.**

3.6. Flying Training:

3.6.1. Training may be conducted both on designated training and operational missions.

3.6.2. Pilots, navigators, and flight engineers will log non-RAP events listed in **Table 4.7.** if accomplished during MQT flights.

3.6.3. **FTU Aircraft Commander Graduates Transferred from Other Weapon Systems.** Enter PQPs in a training program designed to season and experience them as EC-130 aircraft commanders. Normally, these individuals should not be downgraded and flown strictly as copilots since left-seat experience and seasoning is vital to aircraft commander progression. Ensure PQPs are adequately trained in copilot systems, duties, and knowledge prior to flying unsupervised. With a minimum of 100 hours PAA time, SQ/CC recommendation, and OG/CC certification, PQPs may command any mission. OG/CCs are the waiver authority for the 100 hour requirement.

3.6.3.1. Instrument qualification evaluations will normally be given in the left seat.

3.6.3.2. Prior to aircraft commander certification, PQPs will maintain non-RAP events and currencies in the left seat. RAP sorties may be logged while performing copilot duties in the right seat, or in the left seat when under instructor supervision.

3.6.4. **Initial Chemical Warfare Task Qualification Training (CWTQT).** Initial CWDQT is applicable to all active duty EC-130 units.

3.6.4.1. Initial CWTQT requires both ground and flying training. Ground training should mirror instruction provided during ACDE refreshers, with additional time/training provided to completely cover all applicable items/subjects. Flying training must be conducted in an aircraft. An instructor not wearing a CW protective ensemble is required for each crew position manned by an individual receiving initial CWTQT and wearing the CW ensemble.

3.6.4.2. Aircrew members will wear the CBO mask, helmet, filter pack, and cotton, butyl, and nomex gloves.

3.6.4.3. Pilots, navigators, and flight engineers will complete all checklists from before taxi through after takeoff, with at least 30 minutes of flight. Pilots must accomplish a takeoff, approach, and landing.

3.6.4.4. All other crewmembers will demonstrate proficiency or ability to perform wartime duties, and training will include 30 minutes of an en flight scenario.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter specifies ground and flying training requirements for BAQ, BMC, and CMR aircrew members. Aircrew members must be qualified IAW AFI 11-202V2 and must complete IQT/TX to maintain BAQ status and MQT to maintain BMC/CMR status.

4.2. Ground Training:

4.2.1. **Table 4.1.** designates ground training requirements for all aircrew members. For grounding items, aircrew members will not perform flight duties until training for the item has been accomplished. For mission ready items, aircrew members are restricted to designated training missions and will not perform flight duties on exercises or during contingencies until training for the item has been accomplished.

4.2.2. Ground training accomplished during IQT/TX and MQT will be credited toward CT requirements, provided it meets the currency requirements listed in **Table 4.1.**

Table 4.1. Ground Training.

Subject	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
Note: Waiver authority for the ground training specified is IAW the reference directive. This list is intended as a single source reference. Where discrepancies exist, the reference directive takes precedence. Ground training accomplished during IQT/MQT may be credited toward CT requirements for the training cycle in which it was accomplished.					
MOBILITY TRAINING					
CWTQT	Initial	AFI 11-2EC-130E/HV1	No	Yes	
Small Arms Training	Annual/ Biennial	AFI 36-2226 ACCI 31-207	No	Yes	5
Intelligence Training	Annual	AFI 14-105 AFI 11-2EC-130E/HV1	No	No	
ISOPREP Review	Semiannual	AFI 14-105	No	Yes	
AIR FORCE AWARENESS PROGRAM TRAINING					
Law of Armed Conflict	Annual	AFI 51-401	No	No	
Code of Conduct	Biennial	AFI 36-2209 DoDD 1300.7	No	No	
Social Actions	After PCS	AFI 36-2707, Table 2.2	No	No	
Fire Extinguisher Training	After PCS	AFOSH 127-56	No	No	

Subject	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
Substance Abuse	Initial and 2 hrs refresher every 2 years	AFI 36-2701	No	No	
Ergometry	Annual	AFM 34-137	No	No	
US/Russia Prevention of Dangerous Military Activities	Initial/ Annual and Predeploy	CJCSI 2311.01	No	No	
Protection of the President	After PCS	AFI 71-101V2	No	No	
AIRCREW TRAINING					
Instrument Refresher	Periodic	AFI 11-202V1 AFMAN 11-210	No	No	2
Flight Engineer Systems Refresher	Annual	AFI 11-2EC-130E/HV1	Yes	Yes	
Simulator Refresher	Periodic	AFI 11-2EC-130E/HV1	Yes	Yes	6
Verification Training	Initial	AFI 11-2EC-130E/HV1	No	Yes	
Verification Refresher	18 months	AFI 11-2EC-130E/HV1	No	Yes - CMR	
Chemical Warfare Refresher (Ground Ensemble)	Annual	AFI 32-4001	No	Yes	
TERPS	Annual	AFI 11-202V3 AFMAN 11-217V1	No	No	
CRM	Initial	AFI 11-290	Yes	Yes	
CRM	Biennial	AFI 11-290	Yes	No	6
Flight Physical	Annual	AFI 48-123	Yes	Yes	3
Physiological Training	Initial	AFI 11-403	Yes	Yes	
Physiological Refresher	Quintennial	AFI 11-403	Yes	No	7

Subject	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
Authenticate/ Operations Codes	Annual	AFKAO-5 AFI 11-2EC-130E/HV1	No	No	4
Supervisory Safety Tng	One-Time	AFI 91-301	No	No	
Marshalling Exam	Initial and After PCS	AFI 11-218	No	No	1
AIRCREW LIFE SUPPORT CONTINUATION TRAINING (ALSCT)					
SS 01-Basic Survival	One-Time	AFCAT 36-2223	Yes	Yes	
WW 01-Basic Water Survival	One-Time	AFCAT 36-2223	Yes	Yes	
LS 01-Local Area Survival	Initial	AFI 11-301 ACCI 11-301	Yes	Yes	
LS 03-Water Survival	Biennial	AFI 11-301 ACCI 11-301	No	No	
LS 04-ACDE	Annual	AFI 11-301 ACCI 11-301	No	Yes	
LS 05-Egress Tng - ACDE	Biennial	AFI 11-301 ACCI 11-301	No	No	
LS 06-Air- crew Life Sup- port Equipment Training	Annual	AFI 11-301 ACCI 11-301	No	No	
LS 08-Egress Training	Annual	AFI 11-301 ACCI 11-301	Yes	No	8
LS 10-Hang- ing Harness	Biennial	AFI 11-301 ACCI 11-301	Yes	No	8
LS 12-Hang- ing Harness ACDE	Biennial	AFI 11-301 ACCI 11-301	No	No	
LS 02-High Threat Com- bat Survival Tng	Biennial	AFI 11-301 ACCI 11-301	No	Yes	

Subject	Frequency	Reference Directive	Grounding	Affect CMR/ BMC	Notes
LS 11-Low Threat Combat Survival Tng	Biennial	AFI 11-301 ACCI 11-301	No	Yes	

Notes:
1. Applies to pilots, scanners, and AMTs.
2. Applies to pilots and navigators. IRC must be accomplished as a requisite within the eligibility period for an instrument evaluation.
3. Physical must be accomplished each year by the last day of the individual's birth month.
4. Applies to all ABCCC battle staff (at SQ/CC discretion), pilots, navigators, Compass Call MCCs, and CSOs.
5. Engineers and CSOs are considered Category B and will receive annual training. All other crew positions are Category C and will accomplish training biennially.
6. Applies to ABCCC and Compass Call pilots, navigators, and engineers. Event must be accomplished at least every 24 months. Waivers require WG/CC approval.
7. See physiological training definition in **Attachment 2**.
8. If an aircrew member is TDY for flying duties for 45 or more days at a location where training capability does not exist and becomes delinquent while TDY, training will be accomplished prior to first flight after return to home station.

4.2.3. Most ground training events do not follow the annual training cycle. Unless otherwise indicated, currencies are good for the time period listed in **Table 4.1.** to the end of the calendar month in which training was last accomplished.

4.2.4. Waivers for Aircrew Life Support Continuation Training (ALSCT) events will be reviewed and forwarded through the Aircrew Life Support Program Manager (HQ ACC/XOFS) to HQ ACC/XOF.

4.2.5. Ground training event definitions are contained in **Attachment 2**.

4.3. Flying Training:

4.3.1. All applicable aircrew members will accomplish the requirements detailed in **Table 4.6.** Failure to accomplish these requirements during the annual training cycle will not affect BMC/CMR status, but may require additional training as determined by the SQ/CC.

4.3.2. Do not credit items flown in the simulator toward **Table 4.6.** requirements except as noted in the table.

4.3.3. **BAQ Requirements.** BAQ aircrew members will:

4.3.3.1. Complete a qualification evaluation IAW AFI 11-202V2 and AFI 11-2EC-130E/HV2.

4.3.3.2. Accomplish non-RAP requirements in **Table 4.6.** and meet non-RAP currencies in **Table 4.7. EXCEPTION:** BAQ aircrew members not air refueling qualified are not required to complete AR requirements and meet AR currencies.

4.3.3.3. Accomplish all ground training applicable to non-RAP sorties/events.

4.3.3.4. Fly a supervised sortie at least once every 60 days. If a BAQ aircrew member does not fly for 30 days, the next sortie must be flown with an instructor.

4.3.3.5. Adhere to requirements listed in paragraphs **1.4.1.** and **3.6.3.2.**, as applicable.

4.3.4. **BMC Requirements.** BMC aircrew members will:

4.3.4.1. Complete qualification and mission evaluations IAW AFI 11-202V2 and AFI 11-2EC-130E/HV2.

4.3.4.2. Accomplish non-RAP requirements in **Table 4.6.** and meet non-RAP currencies in **Table 4.7.**

4.3.4.3. Accomplish RAP requirements and meet RAP currencies in the RAP tasking message.

4.3.4.4. Accomplish all ground training applicable to non-RAP and RAP sorties/events.

4.3.5. **CMR Requirements.** CMR aircrew members will:

4.3.5.1. Complete qualification and mission evaluations IAW AFI 11-202V2 and AFI 11-2EC-130E/HV2.

4.3.5.2. Accomplish non-RAP requirements and meet non-RAP currencies in the RAP tasking message.

4.3.5.3. Accomplish RAP requirements in and meet RAP currencies in the RAP tasking message.

4.3.5.4. Accomplish all ground training in **Table 4.1.**

4.3.5.5. Maintain the RAP sortie rate (lookback) detailed in the RAP tasking message.

4.3.6. **CWTQT Refresher Training:**

4.3.6.1. CWTQT refresher training is applicable to all active duty EC-130 units. Aircrew members must accomplish this training annually, with currency good through the end of the calendar month in which training was last accomplished. Failure to accomplish refresher training results in regression to N-CMR/N-BMC status.

4.3.6.2. Aircrew members will wear the CBO mask, helmet, filter pack, and cotton, butyl, and nomex gloves.

4.3.6.3. Training may be accomplished either in the aircraft or a simulator, to include the ABCCC capsule simulator, Compass Call Mission Simulator (CCMS), and Block 30 simulator missions.

4.3.6.4. When conducting CWTQT refresher in the aircraft, an instructor is not required. Both pilots will not wear the aircrew ensemble at the same time. Normally, neither pilot should wear an ensemble when the flight engineer is also wearing an ensemble unless a second engineer is available as an observer.

4.3.6.5. Pilots, navigators, and flight engineers will complete all checklists from before taxi through after takeoff, with at least 30 minutes of flight. Pilots must accomplish a takeoff, approach, and landing.

4.3.6.6. All other crewmembers will demonstrate proficiency or ability to perform wartime duties, and training will include 30 minutes of an in-flight scenario.

4.3.7. **Special Qualifications/Training:**

4.3.7.1. Specialized training will be conducted IAW **Chapter 5**, guiding syllabi, and the RAP tasking message. Sortie requirements will be dictated by the RAP tasking message.

4.3.7.2. Failure to accomplish special qualification requirements specified in the RAP tasking message results in loss of currency only for the special qualification. Recurrency/requalification requirements for special capabilities/qualifications will follow **Table 4.5.**

4.3.8. **Designated Training (TF-Coded) or Test (CB-Coded) Aircraft Unit Requirements:**

4.3.8.1. Aircrew members assigned/attached to TF- or CB-coded units will accomplish the non-RAP BMC requirements as shown in **Table 4.6.** and comply with non-RAP currencies in **Table 4.7.** For instructors, failure to accomplish these requirements will not affect instructor status, but will require additional training as required by the SQ/CC prior to resuming instructor duties in the delinquent event(s). **EXCEPTION:** Aircrew members not air refueling qualified are not required to complete AR requirements shown in **Table 4.6.** and meet AR currencies shown in **Table 4.7.**

4.3.8.2. Mission and instructor evaluations, as applicable, will be conducted IAW AFI 11-202V2.

4.3.9. **Supervisory Aircrew Personnel Requirements.** This paragraph applies to colonels and above occupying positions designated as requiring operational flying. This does not apply to colonels and above assigned to a standardization and evaluation function.

4.3.9.1. Commanders and their deputies who supervise an EC-130 unit, and are not maintaining a qualification in the EC-130 or are non-current will fly under the direct supervision of an instructor. Aircraft commander and copilot seats will only be occupied by rated officers who are qualified in the aircraft or are part of a formal EC-130 pilot upgrade program.

4.3.9.2. Supervisory personnel who initially accomplish a senior officers course, but have not completed all the requirements to be qualified, will fly under the direct supervision of an instructor.

4.4. **Special Categories:**

4.4.1. **Flight Surgeons.** Flight Surgeon (FS) flying rates and requirements are IAW AFI 11-202V1.

4.4.2. **HQ ACC and NAF RPI-8 Aircrew Members:**

4.4.2.1. Mission Directed Training (MDT) for HHQ personnel, other than that conducted in support of a formal inspection, requires coordination with the supporting unit. ACC division chiefs and NAF/DO are reviewing authorities for assigned personnel. They will:

4.4.2.1.1. Coordinate with the supporting agency to ensure appropriate AFORMS data is maintained and provided IAW AFI 11-401.

4.4.2.1.2. Review assigned aircrew member accomplishments and currencies prior to authorizing participation in MDT.

4.4.2.1.3. Provide each aircrew member with written documentation specifying the sortie types and events the individual is authorized to fly.

4.4.2.2. HHQ flying personnel maintaining BMC status are exempt from academic ground training, night air refueling, chemical warfare training, and special training programs within authorized

mission areas. Specific currencies will be provided to the host squadron and HHQ supervisors will determine pilot qualifications to participate in squadron scenarios for MDT.

4.4.2.2.1. Aircrew members will:

4.4.2.2.1.1. Review accomplishments and currencies for accuracy.

4.4.2.2.1.2. Submit qualification/authorization documentation to the supporting SQ/CC or operations officer prior to flying with that squadron.

4.4.2.2.1.3. Evaluate the demands of each mission scenario and ensure that their ability/ proficiency will not be exceeded.

4.4.2.3. Instructor-qualified aircrew members may perform instructor duties, with the concurrence of the OG/CC, if qualified and current for the applicable mission/events.

4.5. Conversion/Difference Qualification:

4.5.1. Conversion qualification is normally associated with training between MDSs. Difference qualification is normally conducted when training in a different series aircraft in the same MDS. Conversion/Difference qualification will be conducted IAW AFI 11-202V1.

4.5.1.1. Conversion training pertains to aircrew members who are mission qualified in both ABCCC and Compass Call aircraft. The OG/CC will approve conversion requests as nominated by the squadron commander.

4.5.1.2. Aircrews will complete conversion qualification IAW a HQ ACC/XO-approved syllabus and **Chapter 3**.

4.5.2. Aircraft listed below are the same MDS and do not require multiple qualification approval.

4.5.2.1. EC/C/HC/LC/WC-130E/H/K/P/N are considered the same for non-RAP and air refueling events and instrument/qualification evaluations.

4.6. Difference Qualification and Currency (Non-mission):

4.6.1. EC-130E and EC-130H aircraft are considered the same MDS and do not require multiple qualification approval.

4.6.1.1. To be difference qualified in both EC-130E and EC-130H aircraft, flight deck aircrew members must complete an OG/CC-approved difference training program appropriate to their crew position, and will comply with the appropriate portions of paragraphs **4.6.2.** and **4.6.3.**

4.6.1.2. Conversion training is required for aircrew members to be considered CMR in both airframes. Credit for a RAP (mission) sortie/event may only be given if the aircrew member has completed conversion training in that aircraft.

4.6.2. **Difference Requirements:**

4.6.2.1. Aircrew members with difference qualifications will complete an equitable distribution of non-RAP sorties/events in each MDS/aircraft.

4.6.2.2. All aircrew members with difference qualifications will satisfy at least 50 percent of their sortie/event requirements in their primary mission aircraft. CMR aircrew members will meet all

RAP sortie/event requirements in their primary aircraft mission, and RAP sortie/event currencies in the other aircraft's mission.

4.6.3. **Difference/Conversion Currencies:**

4.6.3.1. Difference/Conversion qualified aircrew members may use non-RAP sorties/events accomplished in one aircraft to update/maintain non-RAP currencies in their other aircraft, since the requirements are the same. Upon completion of difference/conversion training and conversion training, EC-130E/H are considered the same MDS for RAP and non-RAP events/sorties for flight crews.

4.7. Currency/Recurrency/Requalification:

4.7.1. **Table 4.7.** defines flying currency requirements for all EC-130 aircrew members. If an aircrew member loses currency in a particular event, that event may not be performed except under instructor supervision in order to regain currency.

4.7.2. Overdue ground training requirements must be satisfied before the aircrew member is considered qualified and current to perform tasks applicable to that type of training. Ground training annotated as affecting CMR status will require regression to N-CMR until completion of appropriate training as required by either this instruction or the SQ/CC, as applicable. Ground training identified as not affecting CMR status does not require regression from CMR, although it may result in grounding until the training is completed (e.g., life support training). The duration of the grounding and status of sortie lookback will determine the effect on CMR status.

4.7.3. BAQ recurrency/requalification requirements are detailed in **Table 4.4.** RAP recurrency / requalification requirements are detailed in **Table 4.5.**

4.7.4. **Event Credit:**

4.7.4.1. Credit individual events accomplished on satisfactory qualification, requalification, instrument, mission, and special mission evaluations towards individual training and currency requirements. Pilots will not log an LPS on instrument/qualification evaluations.

4.7.4.2. Aircrew members who are unqualified due to an unsatisfactory flight evaluation will not log CT requirements for those events graded Q-3 until requalified.

4.7.4.3. Pilots, navigators, and flight engineers undergoing MQT will log non-RAP events listed in **Table 4.6.** if accomplished during MQT flights.

4.8. Regression:

4.8.1. **CMR/BMC Regression for Failure to Meet Lookback:**

4.8.1.1. RAP lookback requirements will be treated as an ongoing process independent of the annual training cycle. Aircrew members who meet 1-month and 3-month lookback requirements without completing their annual training requirements will be handled IAW paragraph **4.8.**

4.8.1.2. Only RAP training, exercise, and contingency sorties may be used for lookback. If an aircrew member does not meet lookback requirements, SQ/CCs can either regress the individual to N-CMR/N-BMC, as applicable, remove the aircrew member from a CMR manning position, or initiate action to remove the aircrew member from active flying status.

4.8.1.2.1. Failure to meet 1-month sortie lookback requires a review of the aircrew member's 3-month sortie history. If the 3-month sortie lookback has been met, the SQ/CC may allow the individual to remain CMR/BMC. Failure to meet this 3-month lookback requires the SQ/CC to either regress the individual to N-CMR/N-BMC, as applicable, or place the individual on probation for 1-month. If probation is chosen, the only way to remove the individual from probation and preserve current status is to reestablish a 1-month lookback at the end of the probation period (see **Figure 4.1.**).

4.8.1.2.2. CMR/BMC aircrew members regressed to N-CMR/N-BMC for lookback must complete a SQ/CC-approved recertification program that ensures the individual returns to CMR/BMC standards. As a minimum, this will consist of one RAP sortie. Upon completion of the recertification program, CMR/BMC aircrew members must also meet the subsequent 1-month lookback requirement prior to reclaiming CMR/BMC status. The sorties and events accomplished during the recertification program will be credited towards their total sortie and event requirements for the training cycle, as well as their monthly sortie requirement.

4.8.1.2.3. Lookback computations begin following completion of MQT. Aircrew members must maintain 1-month lookback requirements until a 3-month lookback is established.

4.8.2. Aircrew members who fail a qualification, instrument, or mission evaluation will be handled IAW AFI 11-202V2 and AFI 11-2EC-130V2. These individuals will regress to N-CMR/N-BMC, as applicable, and will remain in N-CMR/N-BMC status until successfully completing required corrective action, reevaluation, and recertification by the SQ/CC.

4.9. End-of-Cycle Requirements:

4.9.1. Aircrew members who have failed to complete sortie and/or event requirements of this instruction by the end of the training cycle may require additional training, depending upon the type and magnitude of the deficiency. Refer to paragraph **4.9.** to determine if requirements can be prorated. Mass training shortfalls must be reported IAW paragraph **1.2.3.5.**

4.9.2. Aircrew members who fail to meet the total annual non-RAP sortie/event requirements will be considered noncurrent for the sorties/events they did not complete and may not perform those sorties/events except under instructor supervision in order to regain currency. Recurrency/ requalification requirements will be as listed in **Table 4.4.**

4.9.3. Aircrew members who fail to meet RAP sortie requirements:

4.9.3.1. Will be regressed to N-CMR/N-BMC, as applicable, if the SQ/CC determines the deficiency is significant. To regain CMR/BMC, a regressed aircrew member will complete all deficient events. These sorties may be counted against the total requirements for the new training cycle.

4.9.3.2. May be allowed to continue at CMR/BMC if lookback is maintained and the SQ/CC determines the deficiency is not significant.

4.9.4. Aircrew members who fail to accomplish annual sorties/events required for special capabilities/qualifications will be considered noncurrent for the special capability/qualification and may not perform those sorties/events except under instructor supervision to regain currency. Recurrency/ requalification requirements will be as listed in **Table 4.5.**

4.10. Proration of End-of-Cycle Requirements:

4.10.1. At the end of the annual training cycle, the SQ/CC may prorate all training requirements when DNIF, emergency leave, non-flying TDY/exercises, or combat/contingency operations preclude training for a portion of the training period. Normal annual leave will not be considered for proration, while extended bad weather which precludes units from flying for more than 15 consecutive days can be considered for proration.

4.10.2. The following guidelines apply to proration of training:

4.10.2.1. Proration will only be used to adjust for genuine circumstances of non-availability, not to mask training or planning deficiencies.

4.10.2.2. Proration is based on cumulative days of non-availability for flying during the training cycle. Use **Table 4.2.** to determine the number of months to be prorated based on cumulative calendar days of non-availability.

4.10.2.3. If IQT or MQT must be re-accomplished, an aircrew member's training cycle will start over at the prorated share of training remaining following completion of IQT/MQT.

4.10.2.4. Round prorated fractions of less than 0.5 to the next lower whole number, but do not prorate below one.

4.10.2.5. Newly assigned aircrew members and aircrew members achieving CMR/BMC after the 15th of the month will be considered to be in CT on the first day of the following month for proration purposes. Use **Table 4.3.** to determine the prorated share of training.

4.10.2.6. An aircrew member's last month on station prior to departing PCS may be prorated. Individuals departing PCS may be considered CMR for reporting purposes during a period of 60 days from date of last flight, or until loss of CMR currency, port call, or sign-in at the new duty station.

Table 4.2. Proration Allowance.

Consecutive Days of Non-Flying	Months of Proration Allowed
0 -- 15	0
16 -- 45	1
46 -- 75	2
76 -- 105	3
106 -- 135	4
136 -- 165	5
166 -- 195	6
196 -- 225	7
226 -- 255	8
256 -- 285	9
286 -- 315	10
316 -- 345	11
346 -- 365	12

Table 4.3. Event Proration Calculation Table.

ANNUAL EVENTS	Months Remaining After Proration											
	12	11	10	9	8	7	6	5	4	3	2	1
36	36	33	30	27	24	21	18	15	12	9	6	3
30	30	28	25	23	20	18	15	13	10	8	5	3
28	28	26	23	21	19	16	14	12	9	7	5	2
24	24	22	20	18	16	14	12	10	8	6	4	2
22	22	20	18	17	15	13	11	9	7	6	4	2
18	18	17	15	14	12	11	9	8	6	5	3	2
17	17	16	14	13	11	10	9	7	6	4	3	1
16	16	15	13	12	11	9	8	7	5	4	3	1
14	14	13	12	11	9	8	7	6	5	4	2	1
13	13	12	11	10	9	8	7	5	4	3	2	1
12	12	11	10	9	8	7	6	5	4	3	2	1
11	11	10	9	8	7	6	6	5	4	3	2	1
10	10	9	8	8	7	6	5	4	3	3	2	1
8	8	7	7	6	5	5	4	3	3	2	1	1
7	7	6	6	5	5	4	4	3	2	2	1	1
6	6	6	5	5	4	4	3	3	2	2	1	1
5	5	5	4	4	3	3	3	2	2	1	1	1
4	4	4	3	3	3	2	2	2	1	1	1	1
3	3	3	3	2	2	2	2	1	1	1	1	1
2	2	2	2	2	1	1	1	1	1	1	1	1
1	1	1	1	1	1	1	1	1	1	1	1	1

4.10.2.7. CMR aircrew members who attend USAFWS courses in TDY and return status, and/or who participate in actual flying contingency operations may be reported throughout the TDY as CMR. Upon return, those aircrew will accomplish a prorated share of sortie/event requirements.

4.10.2.8. **EXAMPLE:** Capt Jones attained CMR on 20 August. In January, he was granted 17 days of emergency leave, and attended Squadron Officers School in residence for 56 days in March and April. Capt Jones was prorated to start CT on 1 September, and his SQ/CC authorized 3 months proration -- one for emergency leave and two for SOS -- using **Table 4.2.** Using **Table 4.3.**, Capt Jones was then able to figure out how many events must be accomplished during the training cycle.

4.10.2.9. **Contingency Operations:**

4.10.2.9.1. Contingency operations can have a positive or negative impact on a unit's CT program, as emphasis is on supporting the actual contingency. A potential lack of training opportunities while deployed can place a burden on the unit, forcing it to accomplish a majority of

its CT program in a reduced period of time at home station. As such, flexibility is built into the proration guidelines.

4.10.2.9.2. Normally, all sorties flown during contingency operations will be logged as contingency operations sorties. These sorties do not count toward annual RAP requirements, but may used for lookback purposes. RAP events logged during contingency operations sorties do not count toward annual RAP requirements, but may be used to update currencies. Upon returning from contingency operations, units will prorate RAP sorties and events for the period of time each individual was deployed. In addition, proration is authorized for the deployment preparation and deployment recovery time where home station flying is reduced by MAJ-COM.

4.10.2.9.3. As the training quality of missions flown at contingency locations may vary considerably, OG/CC's are authorized to allow sorties that provided valid training to be logged as RAP sorties. Events accomplished on these sorties count toward RAP event requirements, provided aircrew members meet the mission/event definitions listed in **Attachment 2**. These sorties/events may not be prorated upon return to home station.

4.10.2.9.3.1. Upon return from contingency operations, proration will be computed by calculating the sorties/events to be prorated for the entire deployment, and then subtracting the number of valid RAP sorties/events flown and logged as authorized by the OG/CC. The result is the allowable sortie/event proration. Negative numbers equate to zero.

4.10.2.9.3.2. **EXAMPLE:** Capt Smith, an inexperienced CMR pilot, deployed to a contingency for 62 days. During that time he flew 16 sorties, 5 of which met the Attachment 2 definition of a mission sortie and were logged as such. Upon returning from deployment, his unit elects to prorate his requirements for that time period since he flew missions which he could not count toward RAP CT requirements. According to **Table 4.2.**, he can be prorated for 2 months based on 62 days deployed. According to **Table 4.3.**, this equates to 2 mission sorties of the 14 required annually. However, since he flew and logged 5 mission sorties, the difference is negative 3 and no proration is allowed.

4.11. Retraining. AFI 11-202V1 specifies retraining restriction before separation, retirement, or mandatory inactive flying status.

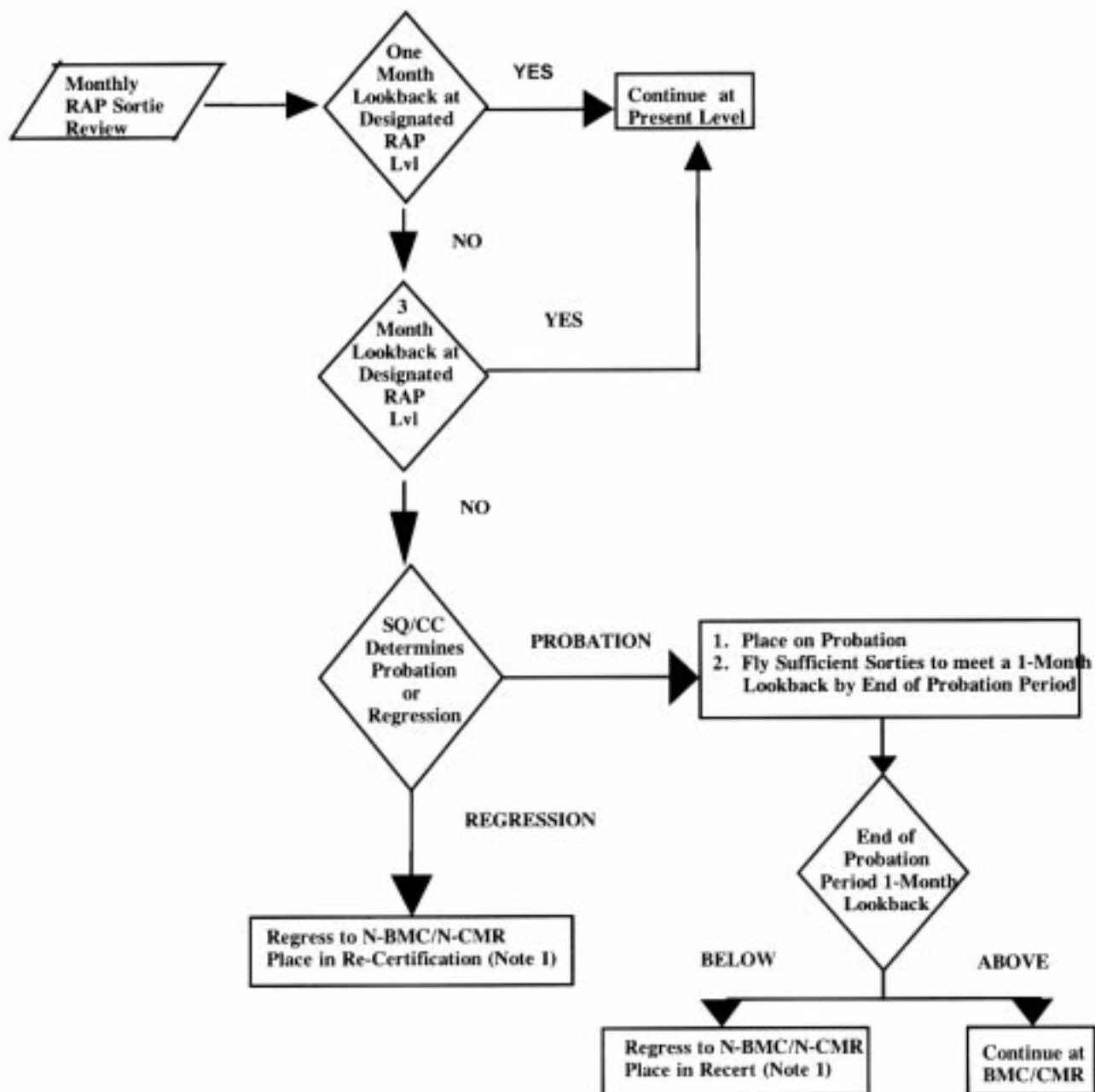**Figure 4.1. Regression Flow Chart.**

Table 4.4. BAQ Recurrency and Requalification Requirements.

Noncurrent, up to 6 months	Noncurrent, more than 6 months and less than 2 years	Noncurrent, more than 2 years and less than 5 years	Noncurrent, more than 5 years
Individual is noncurrent, and must show proficiency in noncurrent items to an instructor of the same crew position on the aircraft. Pilots must complete at least one takeoff, approach, and landing.	Individual is unqualified, and must undergo BAQ training as directed by the SQ/CC. Training must include appropriate refresher training, a written qualification exam, and a flight evaluation. Pilots must complete a written instrument exam and an instrument eval.	Individual is unqualified, and must complete an AFCAT 36-2223 IQT or TX course via the primary or secondary method. Secondary method requires a waiver IAW paragraph **2.2.** of this volume.	Individual is unqualified, and must complete an AFCAT 36-2223 IQT or TX course via primary method.

Table 4.5. Mission Recurrency and Requalification Requirements.

Noncurrent, up to 6 months	Noncurrent, more than 6 months and less than 2 years	Noncurrent, more than 2 years and less than 5 years	Noncurrent, more than 5 years
Individual is noncurrent, and must show proficiency in noncurrent items to an instructor of the same crew position on the aircraft.	Individual is unqualified, and must undergo MQT, to include all deficient items, or as directed by the SQ/CC. Training must include a written mission exam, and flight eval.	Individual is unqualified, and must complete an AFCAT 36-2223 MQT course via the primary or secondary method. Secondary method requires a waiver IAW paragraph **2.2.** of this volume.	Individual is unqualified, and must complete an AFCAT 36-2223 MQT course via primary method.

Table 4.6. Flight Crew Non-RAP Annual Requirements.

Crew Position	Requirement[1]	BAQ/BMC INEXP/EXP	CMR INEXP/EXP
Pilot/Copilot	Basic Sortie	18	24
	Local Proficiency Sortie[2]		
	Pilot	2	2
	Copilot	4	4
	Night Landing	6/4	6/4
	Instrument Approach		
	Precision Approach	18/12	18/12
	Nonprecision Approach	18/12	18/12
Navigator	Basic Sortie	18	24
	Day Navigation Sortie[3,4]	2	2
	Night Navigation Sortie[3,4]	2	2
	Navigation Sortie[3,4]	4	4
Flight Engineer	Basic Sortie	8	12

Notes:
1. Instructors may log up to 50% of their requirements while instructing.
2. Dual log as a basic sortie.
3. A maximum of 50% may be accomplished in a WST, SNS, or CTD.
4. Navigators on aircraft equipped with dual INS or single INS/embedded GPS are not required to use celestial navigation procedures, and therefore must accomplish 4 navigation sorties annually with no requirement for day or night. All other navigators require 2 day and 2 night navigation sorties.

Table 4.7. Flight Crew Non-RAP Currencies.

Crew Position	Currency (Days)[2]	To Regain Currency[4]
Pilot/Copilot[1]		
Takeoff	31	Accomplish T/O
Landing	31	Accomplish Landing
Night Landing	75	Fly Night Landing
Local Proficiency Sortie	165	Fly Local Proficiency Sortie
Instrument Approach	31	Fly an Instrument Approach
Navigator		
Basic Sortie	45	Accomplish Basic Sortie
Navigation Sortie	165	Accomplish Navigation Sortie
Flight Engineer/Scanner		
Basic Sortie	45	Accomplish Basic Sortie

Notes:
1. Loss of any currency except Circling or Night Landing results in non-currency in the aircraft.
2. Loss of currency in all other items results in noncurrency for that event only.
3. All currencies expire at the end of the calendar month.
4. Crew members must fly under the direct supervision of an instructor of the same crew position until currency is regained.

Table 4.8. RAP Currencies.

Crew Position	Requirement[1]	Currency (Days)[2]
Pilot/Copilot	Mission Sortie	75
	Air Refueling	75
	Random Approaches[2]	90
Navigator	Mission Sortie	75
	Air Refueling	75
Flight Engineer	Mission Sortie	75
	Air Refueling	75
ABCCC Battle Staff	Mission Sortie	45
Compass Call Mission Crew[3]	Mission Sortie	45
AMT4	Mission Sortie	45
Scanner	Air Refueling	75

Notes:
1. All currencies expire at the end of the month.
2. Applies to aircraft commanders only.
3. Compass Call Mission Crews must also accomplish a mission sortie in an aircraft every 60 days.
4. Noncurrency in mission sorties for AMTs results in noncurrency in the aircraft.

Chapter 5

UPGRADE AND SPECIALIZED TRAINING

5.1. General. This chapter contains information for specialized training and upgrade. This training applies to aircrew members upgrading to instructor or flight examiner, pilots upgrading to aircraft commander, ABCCC Battlestaff and Compass Call Mission Crew completing positional upgrades, and aircrew members undergoing EC-130H Block 20 to Block 30 difference training.

5.2. Upgrade Training Time Limits. Copilots upgrading to aircraft commander via the secondary method and aircrew members upgrading to instructor have a maximum of 120 days to complete training. Failure to complete training in this time period requires notification to the HQ ACC/XO through HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) with the aircrew member's name and rank, reason for delay, planned actions, and estimated completion date.

5.3. Aircraft Commander (AC) Upgrade:

5.3.1. **General.** Commanders will consider copilot experience, knowledge, and judgment prior to identifying an individual as an AC candidate. AC candidates must have an in-depth knowledge of systems, procedures, and publications before entering the formal upgrade program. AC candidates should possess enough experience to directly upgrade from mission copilot to mission AC.

5.3.2. AC candidates may perform all flight maneuvers authorized for an aircraft commander only while under direct instructor supervision.

5.3.3. **Prerequisites.** AC candidates must:

5.3.3.1. Be first lieutenants or higher to begin training.

5.3.3.2. Meet flying time requirements in **Table 5.1.**

Table 5.1. AC Upgrade Flying Time Prerequisites.

Total Hours[1,2]	C-130 Hours[3]
>1300	400
1000-1300	800
This table does not apply to PQPs trained in the left seat at the FTU.	
Notes:	
1. Includes UPT fixed-wing flying time.	
2. Includes OFT/WST flying time.	
3. A maximum of 10% of these hours may be other time.	
4. OG/CC may waive up to 10% of the total and C-130 hours requirements.	

5.3.3.3. Complete the AC Preparatory Course prior to starting AC upgrade training. This in-unit course consists of academic and flight training using courseware provided by the ATS contractor. Copilots should demonstrate aptitude in all AC maneuvers including 3-engine approaches, landings, and go-arounds. Copilots who do not complete this course require waiver through HQ ACC/ XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) to attend training.

5.3.4. **Upgrade via Secondary Method.** Formal school attendance is the primary method for AC BAQ training. However, due to shortages of available training quotas, this is not always possible. Waiver requests for local IQT training (upgrade via the secondary method) should be sent to HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) using the format detailed in **Attachment 6**. The following items apply:

5.3.4.1. Select upgrade candidates based on upgrade potential, retainability, and mission requirements.

5.3.4.2. Fill all available FTU quotas prior to requesting a secondary method waiver.

5.3.4.3. Use only the approved ATS courseware.

5.3.4.4. Ensure that officers completing upgrade via the secondary method incur an Active Duty Service Commitment (ADSC) IAW AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specified Time of Contracts (SPTC)*.

5.3.5. AC mission upgrade training is a unit responsibility.

5.4. Instructor Upgrade:

5.4.1. **General:**

5.4.1.1. An individual who successfully completes instructor training is considered to be qualified to instruct in the individual's basic crew position. Mission-qualified instructors must complete mission upgrade training in-unit using HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) -approved courseware.

5.4.1.2. Instructors may keep their basic qualification instructor status while undergoing MQT. Flight engineers who are basic qualification instructors may be certified as mission ready instructors by their SQ/CC upon completion of MQT.

5.4.2. **Instruction Qualifications.** SQ/CCs will personally review each instructor candidate's qualifications to ensure the individual possesses the following minimum prerequisites:

5.4.2.1. **Instructional Ability.** An instructor is a teacher and, therefore, must understand the principles of instruction as outlined in the instructor upgrade courseware.

5.4.2.2. **Judgment.** Instructors must possess judgment necessary to contend with emergencies and the ability to exercise sound judgment through mature realization of their own, their students', and the aircraft's limitations.

5.4.2.3. **Personal Qualities.** The instructor must have patience, tact, understanding, and the desire to instruct others. Instructors must have a personality that inspires and wins the respect of each student.

Table 5.2. Instructor Upgrade Flying Time Prerequisites[5].

Crew Position	Total Hours[3]	C-130 Hours[4]
Pilot[1]	>2000	200
	1800-1999	300
	1500-1799	500
Navigator	>1000	200
Flight Engineer[2]	>2000	200
	0-1999	400
Battle Staff/Mission Crew/AMTs	300	100

Notes:
1. Total hours for pilots includes OFT/WST time.
2. FEs must also have at least a 5-level AFSC with a 7-level desired.
3. Total hours includes UFT fixed-wing flying time.
4. A maximum of 10% of these hours may be other time.
5. Waiver authority for these prerequisites is the OG/CC.

5.4.2.4. **Technical Knowledge.** The instructor must be thoroughly familiar with respective aircraft systems and equipment, and normal and emergency procedures. Pilots and flight engineers must also be aware of the prohibited maneuvers and aircraft performance under all conditions of flight. All instructors must be thoroughly familiar with the applicable portions of AFI 11-401; AFI 11-202 Volumes 1, 2, and 3; all chapters of this volume; and the applicable flying directive publications.

5.4.2.5. **Flying Experience.** Instructors must possess a reasonable background of flying experience to include desired standards of knowledge, judgment, and proficiency in both the aircraft and assigned missions. Normally, these qualities progress together but flying hours alone should not be accepted as criteria for any or all of these qualities.

5.4.3. **Prerequisites:**

5.4.3.1. **Principles of Instruction.** All initial instructor upgrade candidates will complete training on the principles of instruction. Pilots, navigators, and flight engineers receive this training at the FTU, while all other crew positions must complete the training in-unit. Courseware may be modified if local training restrictions (e.g., no simulator) prevent units from following the formal course syllabus.

5.4.3.2. **Instructor Preparatory Course.** Pilots, navigators, and flight engineers must complete this course prior to starting instructor upgrade training. This in-unit training consists of academics for all crew positions and flight training for pilots. Courseware is available from the ATS contractor. Aircrew members who do not complete the course require a HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) waiver to attend training.

5.4.3.3. **Minimum Flying Time.** Instructor candidates must meet the flying hour prerequisites listed in **Table 5.2.** For Compass Call Analysis Operators (ANOs) and Acquisition Operators

(AOs) who have served at least two years at a collection site, this experience may be used as a basis for requesting waivers to the flying time prerequisites.

5.4.3.4. **Upgrade via Secondary Method.** Formal school attendance is the primary method for instructor upgrade training. However, due to shortages of available training quotas, this is not always possible. Waiver requests for local instructor upgrade (via the secondary method) should be sent to HQ ACC/XOY (for EC-130E, ABCCC) or HQ ACC/XOZ (for EC-130H, COMPASS CALL) using the format detailed in Attachment 6. Units must ensure that individuals completing upgrade via the secondary method incur an Active Duty Service Commitment (ADSC) IAW AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specified Time of Contracts (SPTC).*

5.4.4. **Requalification and Instructor Transfers:**

5.4.4.1. Complete training in-unit using only the flying portion of the formal school courseware. Requalification training for periods of less than 2 years is at the discretion of the SQ/CC.

5.4.4.2. Training for instructor transfers will be determined by the SQ/CC.

5.4.5. **Examinations.** All initial instructor candidates will satisfactorily complete a written instructor examination.

5.4.5.1. The end-of-course examination for C-130 ATS courseware satisfies this requirement.

5.4.5.2. For crew positions not covered by the C-130 ATS, wing stan/eval (or a wing-designated alternative) will prepare, control, and administer examinations.

5.4.5.3. Examinations will be open-book, consisting of a minimum of 25 questions covering this instruction and training restrictions/procedures in other applicable operational publications.

5.4.5.4. Pilots must also be given a closed-book examination, consisting of a minimum of 10 questions covering critical training restrictions and requirements of AFI 11-202V3, *General Flight Rules*; AFI 11-2EC-130E/HV3, *EC-130E/H--Operations Procedures*; and other applicable operational publications.

5.4.6. **Instructor Training Requirements.** Instructors will complete all CMR events and currencies, except as follows:

5.4.6.1. Instructor pilots may log flying requirements from either the left or right seat.

5.4.6.2. Instructors may log 50 percent of their non-RAP and RAP requirements while instructing.

5.5. Flight Examiner Upgrade:

5.5.1. Select flight examiners from the most qualified and competent instructors. Before being designated as flight examiners, candidates will demonstrate satisfactory knowledge of command training and evaluation policies/procedures.

5.5.2. Aircrew members recertifying to flight examiner after a period of 2 or more years must complete the appropriate unit training program. For periods of less than 2 years, recertification will be at the discretion of the SQ/CC.

5.6. Positional Upgrades:

5.6.1. ABCCC Battle Staff and Compass Call Mission Crew positional upgrades will be conducted IAW applicable CTDs.

5.6.2. **Compass Call Mission Crew:**

5.6.2.1. Aircrew members who upgrade to MCS or HBO will log a minimum of their RAP requirements from their appropriate baseline position (AO or ANO).

5.6.2.2. Normally, instructor certification for MCS/HBO positions should be accomplished separately from the positional upgrade programs. However, when these training programs have been combined for instructor-qualified mission crewmembers, newly certified MCS/HBO instructors will not instruct positional upgrade students until they have accomplished five mission sorties as an MCS/HBO.

5.7. EC-130H Block 20 to Block 30 Mission Crew Difference Training:

5.7.1. EC-130H, COMPASS CALL, mission crewmembers whose squadron is undergoing mission equipment block upgrade will complete an OG/CC-approved difference training program appropriate to their crew position.

MARVIN R. ESMOND, Lt General, USAF
DCS, Air and Space Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

ACCI 11-301, *Aircrew Life Support Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFI 11-2EC-130E/HV2, *EC-130E/H--Aircrew Evaluation Criteria*

AFI 11-202V1, *Aircrew Training*

AFI 11-202V2, *Aircrew Standardization/Evaluation Program*

AFI 11-202V3, *General Flight Rules*

AFMAN 11-210, *Instrument Refresher Course (IRC) Program*

AFMAN 11-217V1, *Instrument Flight Procedures*

AFI 11-218, *Aircraft Operations and Movement on the Ground*

AFI 11-290, *Cockpit/Crew Resource Management Training Program*

AFI 11-301, *Aircrew Life Support (ALS) Program*

AFPD 11-4, *Aviation Service*

AFI 11-401, *Flight Management*

AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Badges*

AFI 11-403, *Aerospace Physiological Training Program*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFI 31-207, *Arming and Use of Force by Air Force Personnel*

AFI 32-4001, *Disaster Preparedness Planning and Operations*

AFI 32-4002, *Hazardous Material Emergency Planning and Response Compliance*

AFI 33-360V1, *Publications Management Program*

AFI 33-360V2, *Forms Management Program*

AFI 36-2107, *Active Duty Service Commitments (ADSC) and Specified Time of Contracts (SPTC)*

AFI 36-2201, *Developing, Managing, and Conducting Training*

AFI 36-2209, *Survival and Code of Conduct Training*

AFI 36-2211, *Guide for Management of Air Force Training Systems*

AFI 36-2217, *Munitions Requirements for Aircrew Training*

AFCAT 36-2223, *USAF Formal Schools*

AFI 36-2226, *Combat Arms Training and Maintenance (CATM) Program*

AFI 36-2238, *Self-Aid and Buddy Care Training*

AFMAN 37-139, *Records Disposition Schedule*

AFI 37-161, *Distribution Management*

AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*

AFI 71-101V2, *Protective Service Matters*

AFM 171-190V2G, *Air Force Operations Resource Management System*

AFI 91-202, *The US Air Force Mishap Prevention Program*

AFI 91-301, *Air Force Occupational and Environmental Safety, Fire Prevention and Health (AFOSH) Program*

AFKAO-5, *Instructional Guide for Operations Codes*

AFOSH 127-56, *Fire Protection and Prevention*

AFTTP 3-1, *Mission Employment Tactics*

AFTTP 3-3, *Combat Aircraft Fundamentals*

DoDD 1300.7, *Training and Education Measures Necessary to Support the Code of Conduct*

Abbreviations and Acronyms

ABCCC—Airborne Battlefield Command and Control Center

ACC—Air Combat Command

ACCI—Air Combat Command Instruction

ACDE—Aircrew Chemical Defense Ensemble

ADSC—Active Duty Service Commitment

AF—Air Force

AFCAT—Air Force Catalog

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFORMS—Air Force Operations Resource Management System

AFOSH—Air Force Occupational Safety and Health

AFSC—Air Force Specialty Code

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

ALSCT—Aircrew Life Support Continuation Training

AMT—Airborne Maintenance Technician

ANO—Analysis Operator

AO—Acquisition Operator

AOC—Air Operations Center

AR—Air Refueling

ASOC—Air Support Operations Center

ATD—Aircrew Training Device

ATS—Aircrew Training System

BAQ—Basic Aircraft Qualification

BMC—Basic Mission Capable

C2W—Command and Control Warfare

CAF—Combat Air Forces

CBO—Chemical, Biological Oxygen

CBT—Computer-Based Training

CFT—Cockpit Familiarization Trainer

CMR—Combat Mission Ready

CPT—Cockpit Procedures Trainer

CRM—Crew Resource Management or Cockpit Resource Management

CT—Continuation Training

CTD—Celestial Training Device, Course Training Document

CWDT—Chemical Warfare Defense Training

CWTQT—Chemical Warfare Task Qualification Training

DNIF—Duty Not Including Flying

DOC—Designed Operating Capability

DOD—Department of Defense

DODD—Department of Defense Directive

DRU—Direct Reporting Unit

EP—Emergency Procedures

EPE—Emergency Procedures Evaluation

EXP—Experienced

FAIP—First Assignment Instructor Pilot

FE—Flight Engineer

FS—Flight Surgeon

FOA—Field Operating Agency

FTU—Formal Training Unit

GPS—Global Positioning System

HBO—High Band Operator

HHQ—Higher Headquarters

HOSM—Host Operations System Management

HQ—Headquarters

IAW—In Accordance With

INEXP—Inexperienced

INFLTREP—Inflight Report

INS—Inertial Navigation System

INTREP—Intelligence Report

IOC—Initial Operating Capability

IP—Instructor Pilot

IQT—Initial Qualification Training

IRC—Instrument Refresher Course

ISOPREP—Isolated Personnel Report

LPS—Local Proficiency Sortie

MAJCOM—Major Command

MDS—Mission Designation Series

MDT—Mission Directed Training

MEGP—Mission Essential Ground Personnel

MIJI—Meaconing, Intrusion, Jamming, and Interference

MISREP—Mission Report

MOST—Mission-Oriented Simulator Training

MQT—Mission Qualification Training

MSF—Mission Support Facility

NAF—Numbered Air Force

OFT—Operational Flight Trainer

OG—Operations Group

OG/CC—Operations Group Commander

OPT—Operations Planning Team

OSS—Operations Support Squadron

PAA—Primary Aircraft Authorization

PCS—Permanent Change of Station

PDO—Publications Distribution Office

PQP—Prior Qualified Pilot

RAP—Ready Aircrew Program

ROE—Rules of Engagement

RPI—Rated Position Indicator

RTRB—Realistic Training Review Board

SEFE—Standardization/Evaluation Flight Examiner

SELO—Standardization/Evaluation Liaison Officer

SEPT—Simulated Emergency Procedures Training

SNS—Satellite Navigation Station

SOC—Senior Officers Course

SOF—Supervisor of Flying

SQ/CC—Squadron Commander

TACAN—Tactical Air Navigation

TDY—Temporary Duty

TOD—Time-of-Day

TX—Transition/Requalification Training

TRSS—Training Support Squadron

UMD—Unit Manning Document

UFT—Undergraduate Flying Training

UPT—Undergraduate Pilot Training

USAFWS—United States Air Force Weapons School

WG/CC—Wing Commander

WG/CV—Wing Vice Commander

WOD—Word-of-the-Day

WST—Weapons System Trainer

Terms

Academic Training—A course of instruction that includes, but is not limited to, classroom instruction related to aircraft systems and operation, flight characteristics and techniques, performance, normal procedures, abnormal and emergency procedures, and various continuation training requirements.

Airborne Battlefield Command and Control Center (ABCCC)—A uniquely configured C-130 aircraft designed to provide command and control of air forces, particularly those in support of a ground

conflict.

Aircraft Commander—The aircrew member designated by competent authority as being in command of an aircraft and responsible for its safe operation and accomplishment of the assigned mission.

Aircrew Training Device—Hands-on training aids that includes cockpit procedures trainers (CPT), part-task trainers (PTT), weapon system trainers (WST), and simulators.

Aircrew Training System—An integrated qualification, upgrade, and continuation training program for aircrew members. Civilian contractors provide courseware for use in the field, as well as instruction and ATD training at the FTU and various simulator locations. All flight training is conducted by the Air Force.

AN/USC-48—A removable, self-contained capsule with significant communications and data processing capabilities used to perform the ABCCC mission. It is designed to be mounted in a specially configured aircraft designated the EC-130E, and is often referred to as "the capsule."

Attrition Sortie—A sortie planned and launched as a RAP training sortie, non-RAP sortie, or collateral sortie, that due to circumstances such as weather, an IFE, maintenance, etc. fails to accomplish that planned mission. Improper accounting of these sorties will result in improper sortie allocation, stresses to the unit schedule, and negative impacts on the quality of unit training programs.

Basic Mission Capable—The status of an aircrew member who has satisfactorily completed MQT, but does not maintain CMR status. These aircrew members accomplish CT to remain familiarized in all, and qualified and proficient in some, of the primary unit mission. BMC aircrew members may also maintain special capabilities/qualifications.

Basic Aircraft Qualified—The status of an aircrew member who has satisfactorily completed IQT/TX, but has not yet completed MQT. BAQ aircrew members must maintain only non-RAP currencies and may only perform non-RAP events unless under supervision of an instructor.

Battle Staff—Aircrew members whose inflight duties are command and control of air forces as performed within the AN/USC-48 ABCCC capsule.

Capsule Trainer—A combat profile performed using scenario inputs from a faker to an airborne Battle Staff in an AN/USC-48 ABCCC capsule.

Certification—The process of certifying aircrew members with certain qualifications or capabilities in a specified sortie/event/procedure.

Cockpit Procedures Trainer—A training device in which instruments and displays are activated to respond to trainee inputs. Used for safety of flight, instrument, normal, and emergency procedures. (See AFPAM 36-2211.)

Combat Mission Ready—The status of an aircrew member who has satisfactorily completed MQT and maintains qualification and proficiency in all basic unit missions.

Communications Systems Operator—An ABCCC aircrew member whose primary en flight duties operate the operation of airborne communications equipment unique to the unit mission.

Compass Call—A uniquely configured aircraft designated the EC-130H and designed to perform the command and control warfare (C2W) mission.

Compass Call Analysis and Targeting Team—A team of C2W analysts who are part of the Operations Planning Team (OPT) and are integral to the target analysis and selection process. These individuals also

build cryptologic targeting aids and interface with the cryptologic intelligence community to meet OPT requirements. The CCATT is a CCST with expanded scope, connectivity, and enhanced C2W targeting responsibilities.

Compass Call Support Team—A team of C2W analysts who are part of the OPT and assist in the target analysis and selection process. The analysts are qualified in the use of the Mission Support Facility and C2WPC.

Continuation Training—Ground and flying training applicable to all aircrew members. CT is used to maintain proficiency and improve aircrew capabilities to perform unit missions, and is generally flown on proficiency sorties not used for formal syllabus missions, flight tests, and evaluations.

Course Training Document—Normally, an HQ ACC/XO approved course syllabus.

Crew Resource Management—A training concept that emphasizes team effectiveness by enhancing individual and aircrew performance in communication, situational awareness, effective leadership and management, and crew coordination.

Currency—The minimum frequency required to safely perform an event or sortie.

Direct Supervision—An aircrew member is considered under direct supervision when flying with an instructor in the same crew position. For pilots, the IP must occupy one of the pilot seats, while for other crew positions the instructor must be readily available to assume primary crew duties if necessary.

Emergency Procedures Evaluation—An evaluation of aircrew knowledge and responsiveness to critical and noncritical EPs conducted by a SEFE in an OFT, CPT, CFT, WST, or aircraft.

Event—The accomplishment of a specific training element, function, or task.

Experienced/Inexperienced Aircrew—A designation used to determine the level of training an aircrew member receives within the Ready Aircrew Program. (See **Table 1.1.**)

Faker—ABCCC battle staff aircrew members who provide scenario inputs to another battle staff crew.

Flight Crew—Aircrew members whose primary responsibility is the safe ground and flight operation of an EC-130 aircraft. These members consist of the aircraft commander, copilot, navigator, flight engineer, and AMT (when not on orbit).

Formal IQT/TX—Formal EC-130E and/or EC-130H IQT/TX training performed at Davis-Monthan AFB AZ according to HQ ACC/XO approved course syllabi.

Formal School Courseware—Training materials and programs developed for training aircrew members at formal schools. It includes all student study guides, workbooks, computer-based training lessons, slide tape lessons, instructor guides, and applicable AF Forms for documenting training progression.

Ground-to-Ground Mission—A capsule-to-capsule combat profile conducted on the ground between the faker and a battle staff crew.

Hot Turn—Engine running crew change.

Initial Qualification Training—Training to qualify an aircrew member in basic aircraft flying duties without specific regard to the unit's operational mission. IQT is a prerequisite for attaining BAQ. status.

Local IQT/TX—IQT/TX training performed at Davis-Monthan AFB AZ that is normally performed at the Little Rock AFB AR FTU.

Low Altitude Tactics—Day or night tactical operations below 3000 feet AGL. Also known as low level flying.

Mission Crew—Aircrew members whose primary inflight duties are command and control warfare as performed from the mission crew compartment of a Compass Call aircraft. AMTs are considered part of the mission crew while on orbit.

Mission Qualification Training—Training required to achieve a basic level of competence in a unit's primary tasked missions. This training is a prerequisite for attaining BMC or CMR status.

Night Event—Events accomplished during the period of official darkness, from 30 minutes after sunset to 30 minutes before sunrise.

Operational Flight Trainer—A training device which dynamically simulates flight characteristics. Used for normal, emergency, and instrument procedures, to include safety of flight, warfighting tasks, and skills integration training. Also known as a weapons system trainer. (See AFPAM 36-2211.)

Pilot-in-Command—The pilot responsible for the operation and safety, both on the ground and in flight, of an aircraft.

Primary Aircraft Inventory—Aircraft authorized for performance of a unit's operational mission. The PAI forms the basis for allocation of operating resources to include manpower, support equipment, and flying hour funding. The operating command determines the PAI required to meet their assigned missions. (See AFI 16-402.)

Proficiency—Demonstrated ability to successfully accomplish tasked events safely and effectively. For purposes of this instruction, proficiency also requires currency in the event, if applicable.

Situational Emergency Procedures Training (SEPT)—A discussion and review of abnormal/ emergency procedures and aircraft systems operations/limitations based on realistic scenarios.

Specialized Training—Training in specialized tactics/sorties/events done in addition to MQT and CT.

Squadron Supervisors—SQ/CC, Operations Officer, Assistance Operations Officers, and Flight CCs.

Verification—A ground training process aimed at ensuring and aircrew member's tactical employment knowledge. Verification is a unit tactics program conducted in both initial and refresher phases. Initial verification occurs following completion of MQT, while refreshers are utilized to reinforce, refresh, and update aircrew members on a unit' wartime mission/tasking, tactics, and procedures.

Addresses

HQ USAF/XOOT
1480 Air Force Pentagon
Wash DC 20330-1480

HQ ACC/XOY/XOYA/XOZ/XOZO/XOF
205 Dodd Blvd, Suite 101
Langley AFB VA 23665-2789

Attachment 2

GLOSSARY OF MISSION/SORTIE AND EVENT DEFINITIONS

A2.1. Mission/Sortie Definitions:

A2.1.1. **Airborne Air Support Operations Center (ASOC).** Credit an ASOC if aircrew members monitor and direct close air support (CAS), air interdiction, and/or recce sorties, or if they process, and coordinate ground force requests for air support, and provide aircraft hand-off to appropriate controlling agencies

A2.1.2. **Air Operations Center (AOC) Extension.** Credit an AOC if aircrew members provide backup or extension of AOC functions, to include advisory/procedural control, threat warning broadcast, SAR assistance, aircraft divert information, electronic combat coordination, offensive mission control, alternate communications link, and airborne intelligence section real-time assessment of targets.

A2.1.3. **Air Refueling Sortie:**

A2.1.3.1. Pilots must accomplish closure to a tanker from 1/4 NM and 5 minutes of cumulative boom time. Multiple air refueling sorties may be credited on one mission provided each event involves a separate rendezvous and contact.

A2.1.3.2. Copilots must perform copilot duties during AR.

A2.1.3.3. Navigators must accomplish all air refueling checklists and monitor aircraft position during the air refueling.

A2.1.3.4. Flight engineers must occupy the FE seat and operate the AR panel, to include during at least one contact.

A2.1.3.5. AMTs will perform appropriate scanner duties during AR.

A2.1.4. **Authentication.** Credit for an authentication event requires correct response to an authentication challenge using appropriate authentication tables.

A2.1.5. **Basic Sortie.** Log basic sorties on designated training or operational missions that include appropriate premission planning, preflight according to flight publications, preparation of performance/takeoff and landing data, weather and crew briefings, flight plan filing, and postmission procedures. In addition, the following crew-specific items apply:

A2.1.5.1. Pilots must complete a takeoff, approach, and landing.

A2.1.5.2. Navigators must monitor a departure and approach. Minimum required flying time is 30 minutes while performing primary navigator duties. If more than one navigator is on a flight, each may obtain sortie credit on the same flight provided each one occupies the navigator position, maintains a log, performs navigator duties, and meets the requirements for a basic sortie.

A2.1.5.3. Flight engineers and AMTs will log a basic sortie on every mission flown.

A2.1.6. **Comm - SATCOM.** Credit for a comm-SATCOM event requires two-way communication using aircraft SATCOM equipment with live frequencies. Static or inflight use of aircraft equipment is acceptable. If satellite time is not available, loading of the comm-SATCOM equipment IAW 355 OG procedures will be logged as an event.

A2.1.7. **Day/Night Navigation Sortie.** A navigation sortie requires a minimum of 3 hours over a Category I route. The navigator will maintain a log using dead reckoning, celestial, pressure pattern, radar fixes, and range control procedures. Each navigator can credit only one navigation sortie per flight, but more than one qualified navigator may obtain sortie credit on the same flight provided each one meets the requirements of a navigation sortie. Log a night navigation sortie if a night celestial fix was taken, or a day navigation sortie if a celestial line of position was taken. Even if both day and night celestial are accomplished on the same flight, only one sortie -- day or night -- may be logged. Navigators on EC-130 aircraft equipped with dual-INS or embedded GPS are not required to use celestial navigation procedures, and do not require night navigation sorties.

A2.1.7.1. **Celestial:**

A2.1.7.1.1. Night celestial fix includes a pre- or post-computation, an actual sextant shot, and plotting of a minimum of two LOPs on the chart. Navigators may take credit for a night celestial fix for any multiple-body fix of any combination of moon, planets, and stars, regardless of the time of day.

A2.1.7.1.2. Day celestial fix includes a pre- or post-computation, an actual sextant shot, and plotting of the LOP on a chart. Navigators may take credit for a day celestial fix for any single-body shot during daylight hours to include civil twilight.

A2.1.7.2. **Pressure Pattern.** Pressure pattern line of position (PLOP) includes computation of the D-values to determine a Zn and plotting the PLOP on a chart. Pressure-by-temperature or Bellamy drift computation may be used.

A2.1.7.3. **Radar Fix.** A position plotted on a chart using the radar as the primary method for determining position. Credit a radar fix using range/bearing from a single target, or combination of ranges and bearings from multiple targets to determine position.

A2.1.8. **Electronic Combat Event.** Credit an electronic combat event when members of the ABCCC intelligence section act as focal point or a primary participant in a coordinated electronic combat environment using Compass Call, Rivet Joint, or other electronic warfare aircraft/system.

A2.1.9. **Encode/Decode.** Credit for an encode/decode requires correctly encoding and transmitting a message, or receiving and decoding a message using the appropriate tables.

A2.1.10. **Have Quick.** Credit a Have Quick event when an aircrew member correctly loads the word-of-the-day (WOD), accomplishes either a self-start time-of-day (TOD) or receives a mickey from an outside source, and successfully uses the radio in Have Quick mode to both transmit and receive. Only one Have Quick event may be credited per mission sortie.

A2.1.11. **Instrument Approach.** Conduct approaches IAW AFMAN 11-217V1.

A2.1.12. **Language Event.** Credit a language event for a minimum of 2 hours of academic instruction, or programmed self-study recorded in the CT office. These events may include reading, translating, transcribing, or activity recognition exercises.

A2.1.13. **Local Proficiency Sortie (LPS).** An LPS is a training mission for practicing instrument, transition, and emergency procedures while under supervision of an IP. As a minimum, an LPS requires 1 hour of flight time and must include a review of boldface emergency procedures, one precision approach, one non-precision approach, a holding pattern or procedure turn, a circling approach (traffic pattern permitting), a simulated 3-engine landing, a simulated 3-engine go-around, and a VFR

traffic pattern (weather permitting). A 100% flap, 50% flap, and no-flap landing are desired, but not required. An IP can log an LPS without additional IP supervision, and need not accomplish all the events on a single sortie. If an LPS cannot be completed due to weather or aircraft malfunction, the IP will determine whether the entire LPS must be reaccomplished or just the incomplete items. Do not credit an LPS on the same flight as an evaluation.

A2.1.14. **Malfunction Analysis.** Credit a malfunction analysis event for an actual or simulated event requiring proper reaction, crew coordination, and system operation taking into account the tactical situation, and crew/system/aircraft limitations.

A2.1.15. **Mission Sortie:**

A2.1.15.1. **ABCCC Flight Crew.** Mission sorties require a minimum of two turns on orbit, and may be logged on designated training, exercise, or actual combat missions. Training scenarios should be designed to realistically train for the unit's combat mission, and should incorporate authentication, SCATANA, safe passage, electronic warfare, crew coordination, hostile environment procedures, diversions, changing threat situations, scanning techniques, and engaged ground/air threats.

A2.1.15.2. **ABCCC Battle Staff.** Credit a mission sortie for missions planned and executed to realistically simulate a typical combat mission. This includes capsule trainers, ground-to-ground missions, and training exercises. Actual combat missions will be credited to this requirement. A maximum of 75% of mission sortie requirements may be accomplished on ground-to-ground missions.

A2.1.15.3. **Compass Call Flight Crew.** Mission sorties require a minimum of two turns on orbit, and may be logged on designated training, exercise, or actual combat missions. Training scenarios should be designed to realistically train for the unit's combat mission, and should incorporate crew coordination with the mission crew, communication procedures, orbit procedures, weapon system employment, and threat reactions.

A2.1.15.4. **Compass Call Mission Crew.** Credit a mission sortie for missions planned and executed to realistically simulate a typical combat mission. Mission sorties may be accomplished either inflight, in a Compass Call Mission Simulator (CCMS), or on a Block 30 ground simulator, and must include (as a minimum) an MCC, MCS, AO/HBO (as appropriate to support tasking), two ANOs, and an AMT. A minimum of 30% and maximum of 60% of mission sortie requirements may be logged in a CCMS.A Block 30 ground simulator may be logged as a mission sortie, but does not satisfy the CCMS requirement. Minimum crew requirement may be waived by SQ/DO.

A2.1.16. **Night Landing.** Accomplish the landing between 30 minutes after official sunset and 30 minutes prior to official sunrise.

A2.1.17. **Random Steep/Random Shallow.** Credit this event when a random steep/shallow-approach is conducted IAW procedures listed in AFTTP 3-1V16 and AFI 11-2EC-130E/HV3.

A2.1.18. **RAP Sortie.** RAP sorties are used for tracking sortie lookback requirements. Log a RAP sortie only when a mission sortie or air refueling is accomplished. Only one RAP sortie may be logged per mission, but a basic sortie may also be logged provided the basic sortie requirements are met.

A2.1.19. **Secure Voice.** Credit a secure voice event when an aircrew member loads appropriate tapes into the KY-57/58 or KY-75, and successfully uses the radio in secure mode to both transmit and receive. Credit only one secure voice event per mission sortie.

A2.1.20. **Signals Event.** Credit a language event for a minimum of 2 hours of academic instruction, or programmed self-study recorded in the CT office. These events will include aural recognition of signals or target system study.

A2.1.21. **Threat Reaction.** Credit a threat reaction when accomplishing an actual or simulated event requiring proper reaction, crew coordination, and system operation, taking into account the tactical situation, and crew/system/aircraft limitations. On aircraft equipped with aircraft defensive systems (ADS), aircrew members should use the ADS to the maximum extent possible when accomplishing threat reactions.

A2.2. Ground Training Event Definitions:

A2.2.1. **Authentication and Operations Codes.** Units will develop local training programs to provide pilots, navigators, flight engineers, CSOs, ABCCC battle staff (as determined by SQ/CC), and mission crew commanders with annual refresher training IAW AFKAO-5, *Instructional Guide for Operations Codes*.

A2.2.2. **Chemical Warfare Refresher (Ground Ensemble).** All aircrew members will accomplish an annual CW refresher IAW AFI 32-4001, *Disaster Preparedness Planning and Operations*.

A2.2.3. **Code of Conduct Training.** All aircrew members will receive biennial training on the Code of Conduct as an integral part of survival, evasion, resistance, escape, and recovery principles and techniques IAW AFI 36-2209, *Survival and Code of Conduct Training*; and AFI 14-105, *Unit Intelligence Mission and Responsibilities*. Aircrews will receive Level C training as outlined in DOD Directive 1300.7, *Training and Education Measures Necessary to Support the Code of Conduct*.

A2.2.4. **Crew Resource Management.** All aircrew members will accomplish an initial CRM course, followed by annual refresher training IAW AFI 11-290, *Cockpit/Crew Resource Management Training Program*. Aircrew members who have completed initial CRM training in any aircraft MDS or while attending formal flying training will NOT reaccomplish initial training. Refresher courses are normally provided concurrent with simulator refresher training for flight crews, and locally for mission crews and ABCCC battle staff.

A2.2.5. **Fire Extinguisher Training.** All aircrew members will accomplish fire extinguisher training upon PCS arrival at a flying unit IAW AFOSH Standard 127-56, *Fire Protection and Prevention*. This training will familiarize aircrew members in the use of the type of fire extinguishers onboard the EC-130.

A2.2.6. **Flight Engineer Systems Refresher.** FEs will complete an annual ground training course covering selected aircraft systems provided for in ATS contractor courseware. Training is designed to improve the FEs technical knowledge of aircraft systems, operational procedures, and unit mission.

A2.2.7. **Flight Physical.** All aircrew members will accomplish an annual flight physical IAW AFI 48-123, *Medical Examination and Standards*. Flight physicals should normally be accomplished within 3 months preceding the last day of the individual's birth month.

A2.2.8. **Initial Chemical Warfare Training (Ground Ensemble).** All aircrew members will accomplish initial CW training within 90 days of assignment to a mobility position IAW AFI 32-4001,

Disaster Preparedness Planning and Operations. Individuals who have not attended a refresher course in 36 months or more are required to undergo initial training.

A2.2.9. **Initial CWTQT.** All aircrew members will accomplish initial CWTQT IAW paragraphs 3.5.4 and 3.6.4 of this volume.

A2.2.10. **Initial Survival School.** Accomplish IAW AFCAT 36-2223.

A2.2.11. **Initial Verification Training.** Aircrew members must complete initial verification training IAW paragraph **3.5.4.** of this volume. Aircrew members who do not complete this training within the specified time period will be regressed to N-CMR/N-BMC, as applicable, until training is accomplished.

A2.2.12. **Initial Water Survival.** Accomplish IAW AFCAT 36-2223.

A2.2.13. **Instrument Refresher Course.** All pilots and navigators will complete the IRC IAW AFI 11-202V1, *Aircrew Training*; and AFMAN 11-201, *Instrument Refresher Course Program*. The IRC is a periodic requirement which must be accomplished at least every 17 months.

A2.2.14. **Intelligence Training.** All aircrew members will complete annual intelligence training IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*. This training should be closely aligned with unit weapon/tactics programs and will include, as a minimum (items may be tracked collectively or separately in AFORMS):

A2.2.14.1. **Knowledge of Threats.** Instruction should cover Integrated Air Defense Systems, surface-to-air threats (SAM/AAA), and air-to-air threats as detailed in AFTTP 3-1V2. Focus instruction on those items appropriate and applicable to execution of the unit mission.

A2.2.14.2. **Visual Recognition of Rotary- and Fixed-Wing Aircraft, and Naval Vessels.** Aircrew members must identify type of aircraft they are likely to encounter -- to include variants and paint schemes -- from various aspects and determine whether the aircraft is a threat or non-threat. In addition aircrew members will utilize major features to recognize ground targets and major categories of naval vessels.

A2.2.14.3. **Evasion and Recovery.** Evasion and recovery training prepares aircrew members for the possibility of evasion, captivity, and escape in hostile territory. This training may be completed in conjunction with high threat combat survival training.

A2.2.14.4. **Collection and Reporting Systems.** Training will enable aircrew members to initiate aircrew-originated reports (INFLTREP, SIR, etc.) and will familiarize them with the information requirements of the intelligence-generated MISREP and INTREP. Intelligence oversight concerns should also be addressed.

A2.2.15. **Isoprep Review.** All aircrew members will review their ISOPREP cards every 6 months, IAW AFI 14-105, *Unit Intelligence Mission and Responsibilities*.

A2.2.16. **Law of Armed Conflict.** Aircrew members will receive annual training in the principles and rules of LOAC IAW AFI 51-401, *Training and Reporting to Ensure Compliance with the Law of Armed Conflict*. At a minimum, training will include subjects required by the 1949 Geneva Conventions for the Protection of War Victims and the Hague Convention IV respecting the Laws and Customs of War on Land of 1907.

A2.2.17. **Life Support Continuation Training.** Aircrew members are required to complete life support continuation training IAW AFI 11-301, *Aircrew Life Support (ALS) Program*; and ACCI 11-301, *Aircrew Life Support (ALS) Program.*

A2.2.17.1. **Local Area Survival Training.** All aircrew members will accomplish local area survival training prior to their first flight at home station IAW AFI 11-301. This is a one-time requirement designed to familiarize aircrew members with local equipment and rescue procedures.

A2.2.17.2. **Water Survival Refresher Training.** All aircrew members will accomplish water survival refresher training biennially IAW AFI 11-301 and ACCI 11-301. Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to use EC-130-specific flotation devices and equipment available during an overwater emergency. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130 configuration.

A2.2.17.3. **Aircrew Chemical Defense Ensemble (ACDE) Refresher.** All aircrew members will accomplish ACDE refresher annually IAW AFI 11-301 and ACCI 11-301. Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to don and doff ACDE, utilize buddy dressing procedures, and follow Contamination Control Area (CCA) procedures.

A2.2.17.4. **Egress Training (Non-Ejection Seat) with ACDE.** All aircrew members will accomplish biennial egress training with ACDE IAW AFI 11-301 and ACCI 11-301. Training will be conducted like normal egress training with the added burden of wearing the aircrew ensemble.

A2.2.17.5. **Life Support Equipment Training.** All aircrew members will accomplish life support equipment training annually IAW AFI 11-301 and ACCI 11-301. Academic and equipment training will provide aircrew members the opportunity to demonstrate their ability to locate, preflight, and use all aircrew and passenger life support equipment carried aboard the EC-130 or issued to aircrews. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130 configuration.

A2.2.17.6. **Egress Training (Non-Ejection Seat).** All aircrew members will accomplish egress training annually IAW AFI 11-301 and ACCI 11-301. Aircrew members will be evaluated on their ability to demonstrate use of life support equipment, as well as primary and secondary air and ground egress points. Aircrew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130 configuration.

A2.2.17.7. **Hanging Harness (Non-Ejection Seat) and Hanging Harness with ACDE.** All aircrew members will accomplish hanging harness training and hanging harness with ACDE biennially IAW AFI 11-301 and ACCI 11-301. Aircrew members will be evaluated on their ability to perform critical post egress and parachute malfunction procedures while suspended under the parachute canopy. Aircrew members are required to demonstrate their ability to modify, steer and land parachutes, and use the parachute lowering device (PLD), if the unit's parachutes are so-equipped. This requires practice for all aircrew members, using actual flight gear to include ACDE. This training should be conducted concurrently with egress training, when practical. Air-

crew members arriving PCS who can produce source documentation of currency on this item from any C-130 MDS are not required to reaccomplish training, but must be provided difference training on the EC-130 configuration.

A2.2.17.8. **High Threat Combat Survival Training.** IAW AFI 11-301 and ACCI 11-301, HTCST is biennial training designed for aircrew members whose duties require them to fly over or deploy to enemy territory. HTCST provides aircrew members an opportunity to demonstrate their ability to operate life support equipment, employ survival and evasion techniques, and practice rescue procedures under simulated combat conditions. OG/CCs will determine whether units are required to conduct high threat or low threat combat survival training.

A2.2.17.9. **Low Threat Combat Survival Training.** IAW AFI 11-301 and ACCI 11-301, LTCST is a biennial academic and equipment training program designed for aircrew members whose duties do not require them to fly over enemy territory. LTCST provides aircrew members the opportunity to demonstrate their ability to use life support equipment and explain survival techniques and rescue procedures. OG/CCs will determine whether units are required to conduct high threat or low threat combat survival training. In units directed to conduct high threat training, BMC aircrew members are only required to accomplish LTCST, but must complete HTCST in order to be certified as CMR.

A2.2.18. **Marshalling Exam.** Pilots, navigators, flight engineers, and AMTs must complete a marshalling exam IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. Initial exams must be accomplished prior to first flight. PCS exams must be accomplished prior to first flight, but NLT 30 days following PCS arrival to a flying unit.

A2.2.19. **Physiological Training.** All aircrew members will accomplish academics and a chamber flight IAW AFI 11-403, *Aerospace Physiological Training Program*. Both an initial course, and refresher training are required. Individuals who accomplished training prior to 1 October 1998 are required to accomplish a refresher within 3 years. Individuals who accomplish this after 1 October 1998 are required to accomplish a refresher within 5 years. Personnel will **NOT** be grandfathered.

A2.2.20. **Self-Aid and Buddy Care.** All aircrew members will accomplish a biennial SABC refresher IAW AFI 36-2238, *Self-Aid and Buddy Care Training*.

A2.2.21. **Simulator Refresher/Mission-Oriented Simulator Training (MOST).** Pilots, navigators, and flight engineers will complete a simulator refresher course, conducted by the ATS contractor. Navigator refreshers will also make use of the Satellite Navigation Stations (SNS). Aircrews should also perform MOST missions to practice and apply CRM principles,. This is an annual requirement, but aircrew members may go up to 17 months between refreshers if simulator slots are not readily available. Completion of an aircraft commander or instructor pilot upgrade course via the primary method counts as annual simulator refresher training.

A2.2.22. **Small Arms Training.** Training will be provided to all aircrew members IAW AFI 36-2226, Combat Arms Training and Maintenance (CATM) Program; and AFI 31-207, *Arming and Use of Force by Air Force Personnel*. Flight engineers and CSOs are considered Group B and will accomplish small arms training annually. All other aircrew members are considered Group C and will accomplish small arms training biennially.

A2.2.23. **Verification Refresher.** Verification refresher training, as required by this instruction, updates aircrew members on their unit's wartime mission. Each aircrew member will complete an annual verification refresher program as established by the unit weapons/tactics office. Aircrew

members who perform OPT duties during a unit deployment to a DOC-tasked theater of operations
will receive credit for continuation verification. Initial verification counts as the annual refresher.

Attachment 3

VERIFICATION TRAINING GUIDE

A3.1. Tasking to Training Process:

A3.1.1. Realistic Training Process.

A3.1.2. Review Unit OPLANs.

A3.1.3. Review Unit DOC Statement.

A3.1.4. Publications Overview.

A3.1.5. AFI 11-2EC-130E/HV1.

A3.1.6. AFI 11-2EC-130E/HV2.

A3.1.7. AFI 11-2EC-130E/HV3.

A3.1.8. AFTTP 3-1, Volumes 1, 2, 16, and 25.

A3.1.9. Review Tactics Training Opportunities.

A3.2. Theater Training:

A3.2.1. Unit tactics offices will develop theater training for USACOM, CENTCOM, PACOM, SOUTHCOM, and EUCOM.

A3.2.2. Subject areas will include geography, terrain, climatology and recent history, command structure, intelligence, theater resources and their disposition, rules of engagement, command/ control/ communications, local operating procedures, theater employment, electronic combat, and tactical deception.

A3.3. Combat Operations. ATS Courseware (IC/PNFL-205-01).

A3.4. Mission Planning Academics. ATS Courseware (IC/PNFL-203-01).

A3.5. Intro to Tactics/Mission Execution Academics. ATS Courseware (IC/PNFL 207-01).

A3.6. Tactics Academics. Wing and squadron weapons offices will develop employment academics based on CAT and other available courseware. Training should consist of an academic course and/or audiovisual program. Instruction may be classified and should include information from AFTTP 3-1 Volumes 1, 2, 16, and 25. Topics may include, but are not limited to, terminal operations, enemy capabilities, mission execution and tasking, planning considerations, electronic combat considerations, use of airborne C2 assets, platform capabilities, evasive maneuvering, authentication procedures, all levels of ROE, safe passage, and electronic combat equipment capabilities, operations, checks, and procedures.

A3.7. Scenario Planning. Squadron weapons offices will develop scenarios for each of the theaters covered in theater training. Each class will flight plan a complete mission deploying to a theater and another mission employing within the theater.

A3.8. Verification Board. Scenario planning will be concluded with a mission briefing to a verification board. The board will be chaired by the SQ/CC, or an appointed representative if he is not available. The board will further consist of a panel of instructors. Following the mission briefing, the board will ask questions pertaining to mission execution. The board chair will verify individual aircrew members as "ready for deployment" or require them to reaccomplish verification training.

Attachment 4

TRAINING RESTRICTIONS

A4.1. Knock-It-Off. Aircraft commanders should brief the accepted maneuver termination command, "knock-it-off," for any member of the crew to call for termination of a training maneuver. Upon hearing "knock-it-off," the crew should establish a safe attitude and airspeed, and return aircraft power and controls to a normal configuration. Brief and use this command with care to ensure the crew fully understands clearly how to safely terminate the maneuver and what a normal configuration is for that phase of flight.

A4.2. Training Aircraft Not Capable of Flight. If an aircraft is not capable of departure within 4 hours after scheduled departure time, cancel the training mission. The SQ/CC or operations officer, with the concurrence of the aircraft commander, may grant exceptions. Provide a minimum of 1 and 1/2 hours for aircraft preflight duties prior to the end of the 4 hours.

A4.3. Simulated Emergency Flight Procedures:

A4.3.1. Practice emergencies that require simulating an engine shutdown only during training, evaluation, or currency flights when an instructor or evaluator pilot is in one of the pilot seats. Do not conduct aircraft systems emergency procedures training during tactical training. IP candidates who occupy a pilot seat and are under the supervision of an evaluator pilot not occupying a pilot seat may practice simulated emergency procedures during initial or requalification upgrade evaluations to instructor pilot. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises.

A4.3.2. Do not perform simulated emergencies, touch-and-go landings, and stop-and-go landings with passengers on board. Touch-and-go and stop-and-go landings may be performed if passengers have been given MEGP status.

A4.3.3. Conduct simulated emergency flight procedures IAW this directive. Use a realistic approach and do not compound emergencies. Limit simulate emergencies to noncritical phases of flight when possible. Notify the controlling agency if anticipating a nonstandard traffic pattern or patterns which may require special sequencing.

A4.3.4. Flight crews will not perform simulated takeoff, approach/missed approach, or landing emergencies with aeromedical personnel on board.

A4.3.5. Instructors, evaluators, and touch-and-go designated aircraft commanders may request an "option approach" prior to initiating an approach when desiring a stop-and-go, touch-and-go, or low approach.

A4.4. Touch-and-Go Landings:

A4.4.1. Touch-and-go landings are authorized only on designated training, evaluation, or currency missions and may be performed by any pilot from either seat when an evaluator pilot, instructor pilot, or instructor pilot candidate on initial or requalification instructor evaluation occupies a pilot's seat.

A4.4.2. When the aircraft commander is touch-and-go certified, flight-idle touch-and-goes may be performed by the aircraft commander in the left seat and by the other qualified pilot or copilot in the right seat.

A4.4.2.1. SQ/CCs will designate touch-and-go certified aircraft commanders on the letter of certification.

A4.4.2.2. Individuals must have at least 100 hours pilot-in-command time in any C-130 MDS prior to becoming touch-and-go certified.

A4.4.3. Include the type of touch-and-go as part of the crew briefing, i.e., ground idle or flight idle. Do not perform ground-idle no-flap touch-and-goes.

A4.4.4. Minimum runway length for 50 percent flap flight idle touch-and-go landings is 5000 feet. Minimum runway length for all other touch-and-go landings is 6000 feet.

A4.4.5. Touch-and-go landings are authorized when crosswind component corrected for RCR is within the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 40).

A4.4.6. Touch-and-go landings are not authorized when normal wake turbulence criterion is not met or when intercepting or crossing the flight path of a jumbo jet while performing an approach or landing.

A4.5. Stop-and-Go Landings:

A4.5.1. Stop-and-go landings are authorized only on designated training, evaluation, or currency missions and may be performed by any qualified C-130 pilot.

A4.5.2. When stop-and-go landings are performed, the runway remaining for takeoff must be sufficient to allow takeoff and refusal speeds to be equal. Crosswind component corrected for RCR must in the recommended zone of the landing crosswind chart. Ceiling and visibility must be at least 300 feet and 3/4 mile (RVR 40).

A4.5.3. Stop-and-go landings will not be performed in conjunction with no-flap landings, when normal wake turbulence criterion is not met, or when intercepting/crossing the flight path of a jumbo jet while performing an approach or landing.

A4.6. Simulator-Only Maneuvers. Do not perform the following maneuvers or procedures in the aircraft:

A4.6.1. Full stalls

A4.6.2. Rudder force reversals or fin stalls

A4.6.3. Spins

A4.6.4. Simulated runaway trim malfunctions

A4.6.5. Simulated hydraulic system loss by turning engine-driven hydraulic pumps off

A4.6.6. Simulated two-engine out approach or landing

A4.6.7. Simulated engine out takeoffs

A4.7. Simulated Instrument Flight.   Do not use a hood or other artificial vision-restricting device for any phase of flight. Simulated instrument flight may be flown and logged without the use of such devices.

A4.8. Windmill Taxi Start.   Authorized during daylight, with a dry, hard-surfaced runway at least 147 feet wide, and the crosswind component within the recommended zone of the takeoff crosswind chart. Direct IP supervision is required, and aircraft dash one recommendations are mandatory. Requires OG/ CC approval when not required as part of a formal course syllabus.

A4.9. Aborted Normal Takeoff.   Authorized during formal upgrade training in daylight with the cross-wind component within the recommended zone of the takeoff crosswind chart. Runway must be dry, hard-surfaced, and long enough to allow refusal and takeoff speeds to be equal. Direct IP supervision is required. Aborts will be initiated by stating "REJECT" prior to reaching refusal speed. Do not practice aborts from touch-and-go or stop-and-go landings. Prebrief all actual engine shutdowns due to simulated malfunctions.

A4.10. Actual Engine Shutdown and Airstart.   Engines may be shutdown during daylight, in VMC, and at altitudes no lower than 2500 feet AGL. Direct IP supervision is required.

A4.11. Approach to Stalls.   Authorized during formal upgrade training during daylight, in VMC, at a minimum of 5000 feet AGL or 5000 feet above a cloud deck. Direct IP supervision is required.

A4.12. Instrument Steep Turns.   Authorized during daylight, in VMC, with up to 60 degrees of bank. Bank angles of 45 degrees or more are restricted to altitudes above 5000 feet AGL, and aircrews will check stall speeds prior to initiating steep turns.

A4.13. No-Flap Landings.   No-flap landings are authorized for AC candidates and above; no-flap cir-cling approaches are authorized for AC upgrade students and above; and engine-out no-flap approaches/ landings are authorized for Acs and above. Direct IP supervision is required, and IPs will not combine simulated emergencies with no-flap circling approaches. Maximum gross weight is 120,000 pounds, and the crosswind component must be within the recommended range in the landing crosswind chart. Autho-rized during night VMC and day IMC with ceilings and visibility at or above circling minimums.

A4.14. Go-Around and Missed Approach.   Minimum altitude is 500 feet AGL when aircraft, equip-ment, or personnel are on the runway. Initiate VFR go-arounds no lower than 200 feet AGL when prac-ticing simulated emergency flight procedures. Initiate practice instrument missed approaches no lower than the minimum altitude for the approach. Direct IP supervision is only required when conducting sim-ulated engine-out approaches/landings.

A4.15. Simulated Engine Failure.   Direct IP supervision is required. On throttle may be retarded to FLIGHT IDLE at not less than one-engine inoperative VMCA (out of ground effect) nor lower than 300 feet AGL. Authorized in night VMC or day IMC with ceilings and visibility at or above circling mini-mums, and the crosswind component in the recommended zone of the landing crosswind chart. Engine-out no-flap landings are authorized for AC upgrade students and above, but planned go-arounds/ missed approaches will not be conducted. Required go-arounds from engine-out no-flap approaches require setting the flaps to 50% and using all four engines. IPs will not compound engine-out circling

approaches with other simulated malfunctions. Copilots having attained 300 C-130 flying hours may conduct simulated engine-out approaches, missed approaches, and landings.

A4.16. Air Refueling Operations. Air refueling is a qualification that requires instructor sign-off prior to squadron commander certification. Pilots receiving air refueling training must be under direct supervision from an AR qualified IP. Copilots may perform right seat contacts with an AR qualified IP in the left seat. AC candidates may perform left seat contacts with an AR qualified IP in the right seat, but may maintain precontact position from the left seat without an AR qualified IP in the right seat. AR qualified aircraft commanders may refuel from either seat. IPs and pilots in instructor upgrade may perform boom limit demonstrations.

Attachment 5

TRAINING SHORTFALL REPORT

MEMORANDUM FOR HQ ACC/XOY OR XOZ

SUBJECT: xx SQ Training Year Shortfalls

FROM:

1. TRAINING SHORTFALLS (Training events/sorties not accomplished or locally waived. Only report those shortfalls that the unit commander feels will have a major impact on training. Generally, report only those events/sorties that affect 15% or greater crew force.)

EVENT/SORTIE-PERCENT OF CMR/BMC CREWS (BY CREW POSITION) AFFECTED

   - SPECIFIC REASON FOR SHORTFALL

   - CORRECTIVE ACTION (IF ANY)

   - LIMFACS

2. COMMANDER'S COMMENTS (Open forum for comments to improve the training and reporting system.)

1st Ind, OG/CC

TO: HQ ACC/XOY OR XOZ

cc: NAF/DO
        HQ ACC/XOF

Attachment 6

WAIVER FORMAT

A6.1. Waiver Information Format. Provide the following information in message or memo format on the referenced individual in a waiver request. Number items as listed; mark unused items as "not applicable (N/A)." Provide asterisked (*) item information on all waivers.

  (1) *Name, grade, Social Security Number (SSN)

  (2) *Flying organization (assigned and attached)

  (3) *Present crew qualification including special qualifications.

  (4) *Total flying time and PAA time (including instructor or evaluator time if applicable)

  (5) *Specific nature of waiver

  (6) *Reason and justification for waiver

  (7) Crew qualification to which person is qualifying or upgrading

  (8) Previous attendance at any formal instructor course (including course identifier and graduation date)

  (9) Training start date

  (10) Mandatory upgrade or qualification date

  (11) Date event last accomplished and normal eligibility period

  (12) Remarks, to include formal school courseware required

  (13) *Unit point of contact (including name, rank, telephone number, and functional address symbol)